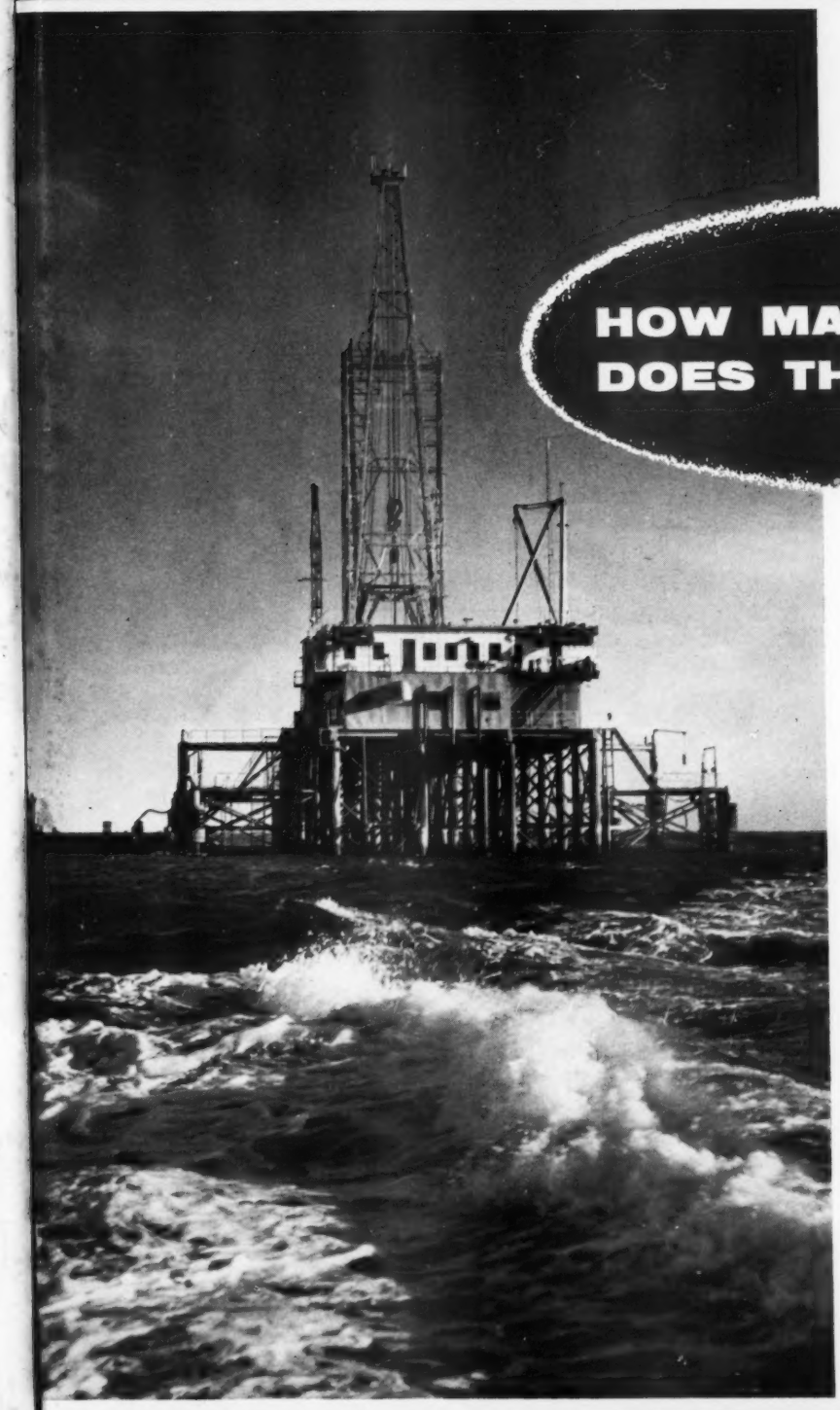
FIRST IN THE FIELD!

Offshore

The Marine Oil OPERATIONS Journal

Oilmen Join The Hurricane Watch
(See Page 17)



HOW MANY SERVICES DOES THIS RIG NEED?

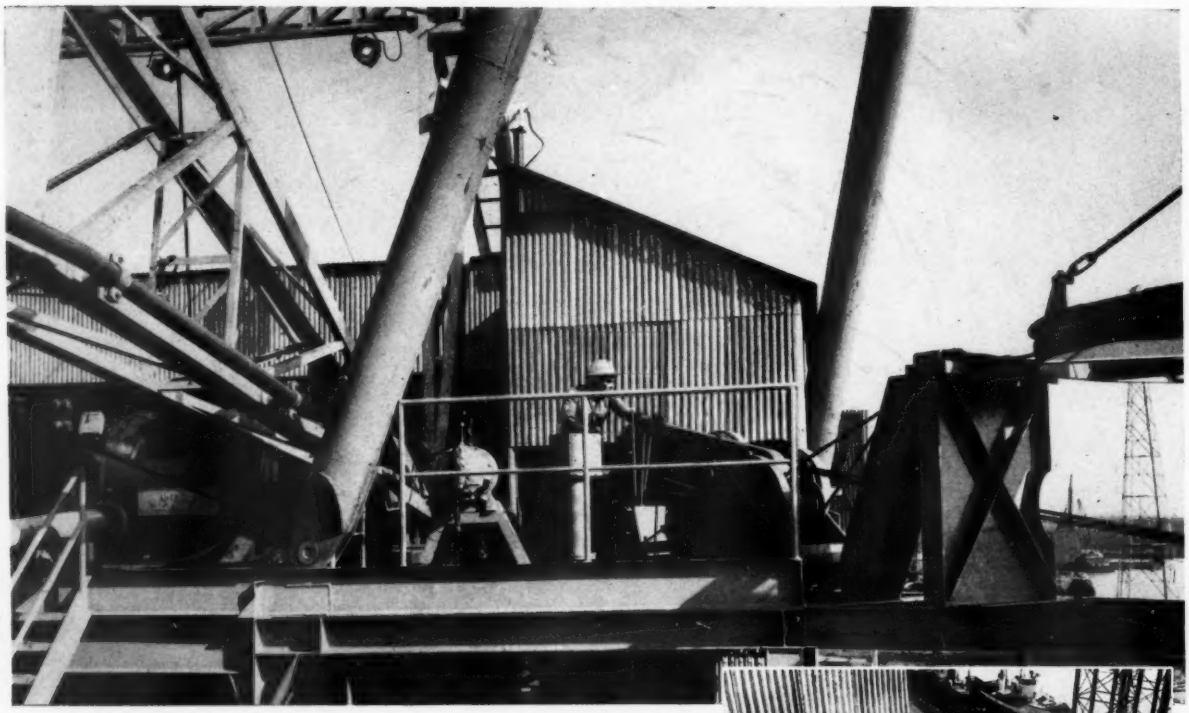
The Drilling Mud alone needs dependable planning, availability of quality products, reliable delivery, adequate supply and expert mud engineering. Offshore operations accent the importance of these services. *When You Buy Baroid — You Buy the Best in Products and Service.*

BAROID

BAROID DIVISION • NATIONAL LEAD CO.
Main Office: P. O. Box 1675, Houston 1, Texas

5649

Fifty Cents July, 1956



CLYDE HOIST TO SPEED OFFSHORE OPERATIONS!

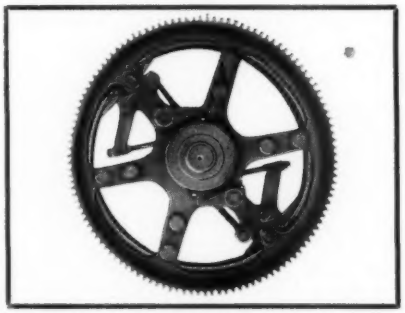
Where distances make delays extremely costly, Clyde "Quality-Plus" Hoists are doubly appreciated for their dependability of operation.

Anti-friction bearings on drums, drum shafts and brake shafts minimize maintenance, reduce adjustment periods and effect greater operating economy through less power consumption.

Safety features of Clyde Hoists include husky, stub tooth pawls that lock in or out of deep pockets of square tooth ratchets. Wedge type fasteners hold cable firmly without danger of slippage and without kinking. Large diameter brakes allow operator full load control safely and easily.

All control levers are banked to a comfortable seat for the operator to provide fatigue-free operation. Where lever bank must be located remotely from the hoist to provide better visibility of the work, air controls are available.

A two drum Clyde Hoist on American Tidelands, Inc., Drilling Barge 101, recently built by Alexander Shipyards, Inc. Note the convenient arrangement of levers and the unobstructed view the operator has of the Clyde unit and the hoisting and spotting operations. Illustration shows offset mounting of bull wheel swinger to allow free lead of lines from all drums.



Clyde two piece band friction clutches give exceptionally smooth, positive engagement and release. Clyde clutches are internally expanding to allow larger friction diameters, easier adjustment, faster dissipation of heat and replacement of lining without removing drum.

WRITE FOR COMPLETE INFORMATION.

HOISTS—DERRICKS—WHIRLEYS—BUILDERS TOWERS—CAR PULLERS—HANDI-CRANES—ROLLERS

CLYDE

CLYDE IRON WORKS, INC.

Established in 1899

DULUTH 1, MINNESOTA

ONE OF THE 16 INTEGRATED COMPANIES

BARIUM STEEL CORPORATION

STEEL, ALUMINUM, MAGNESIUM, FIBERGLASS

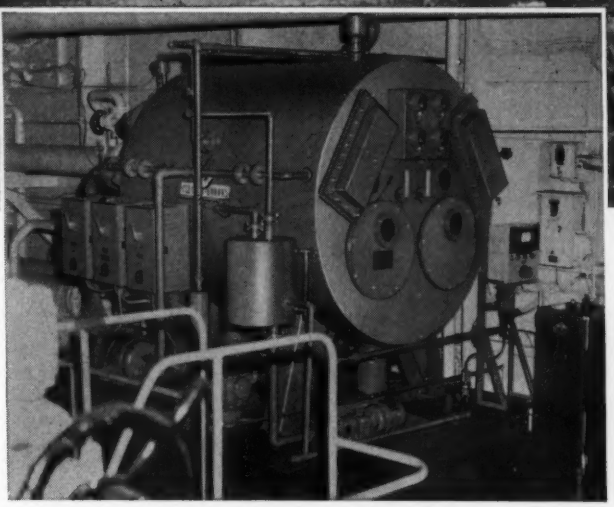
— provides potable water for all needs, *at low cost*

Diesel engine cooling-water heat need no longer be wasted. It can go to work as a valuable tool, helping produce low-cost pure water for all needs on off-shore drilling platforms, tenders and diesel barges.

These economies have been demonstrated for nearly a year by Cleaver-Brooks waste-heat evaporation equipment on the *Jack Cleverly*, CATC's off-shore drilling tender. This modern vessel was built at the Levington Shipbuilding Company, Orange, Texas.

Now being placed into operation in this field are many *additional units* in a broad range of ratings, including 300, 600 and 1000-gph models.

Since initial development, the economies of waste-heat evaporation have proved very significant. We urge you to investigate the planning, engineering and fabrication facilities immediately available to fill your needs in such equipment.



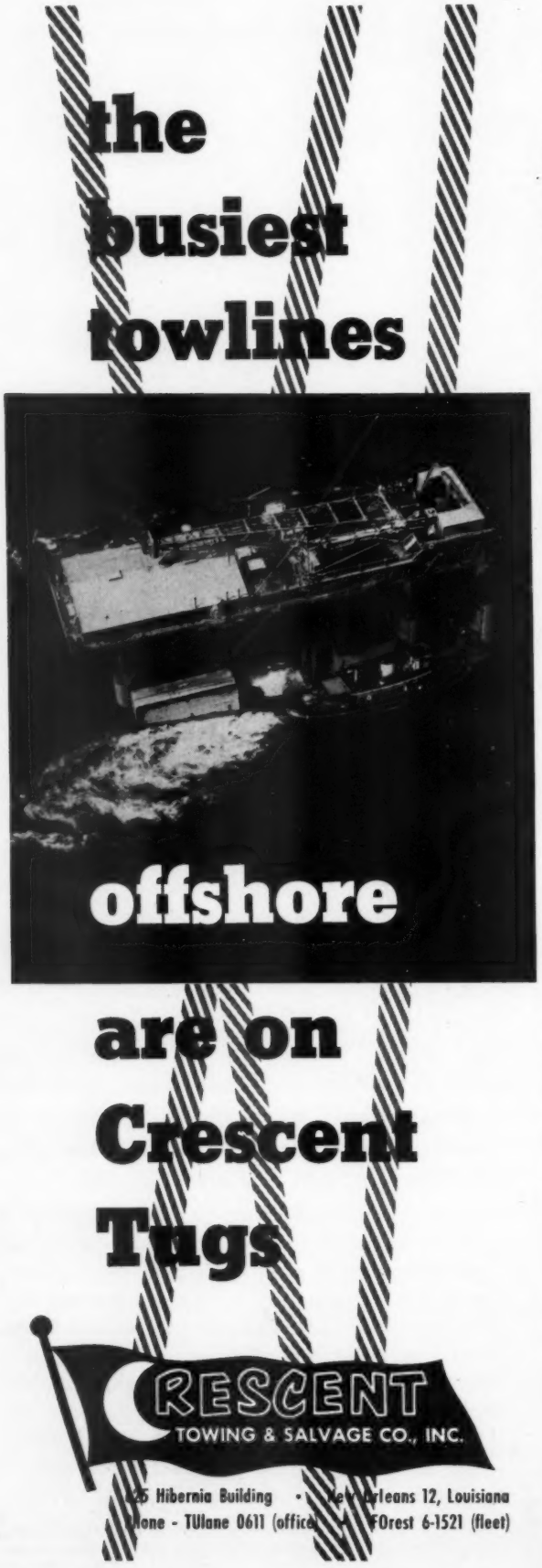
Cleaver-Brooks Waste Heat Evaporators are particularly adaptable to off-shore drilling platforms, tenders and diesel barges

Practically no scale removal. Potable water is produced from the sea at zero cost because unit uses waste heat from rig's diesel engines . . . transmitting it through heat exchangers charged with sea water. Hot water flashed into a vacuum chamber is partially converted into steam, which is then condensed on cooling coils for the output of distilled water for "mud" make-up, drinking, etc. Unit above has a capacity of 300 gph — similar units can be built to match actual water needs.

Cleaver Brooks

BUILDERS OF EQUIPMENT FOR THE GENERATION OF HEAT AND POWER

For complete details on Waste-Heat, Flash-Type, Vapor Compression and Low-Pressure Steam Evaporators — for any pure water need — write for Bulletin AD-149. CLEAVER-BROOKS COMPANY, Special Products Division, 373 E. Keefe Ave., Milwaukee 12, Wis., U.S.A. Cable Address: CLEBRO — Milwaukee — all codes.



This Month Offshore

The Hurricane Watch 17
Mobile Units for 100-foot Water 21
Drill Barges "Dordan" and "Sorrell" 24
The Reluctant Penguins 29
Deepest Water Record Holder 31
Tidelands Shutdown Threatened 33
Not Exactly Offshore 33
Alabama Slates Two Mores Sales 34
Louisiana Allowables Studied 35
Blowout Off Vermilion Parish 36
A New Interior Secretary 37
Tender, Cargo Vessel 40
New Firm Orders Tender 41
Going Places, Tomorrow 45

Technical

Wood Is A Pushover 46
Directional Drilling Offshore 47

News from the Shipyards

Crew Boat Tops 20 MPH 51

News from the Service Companies

Fast Air Charter Service 55

Exploration

South Texas Hit Potentials 59
Prolific Strike for CATC 59
Main Pass Gets A Discovery 59

Departments and Features

Way Offshore, With The Publisher 13
A Lamentable Order, Editorial 14
Mobile Units, Tenders, Self-Contained Platforms 42
Toolpushers' Page 48
Industry Items 49
News From The Shipyards 51
Service Personalities 52
News From The Service Companies 55
New Products and Literature 56
Exploration 59
Locations, Completions 63
Patent 2,606,003, Floating Barge Drilling Method 69
Oil Man's Calendar 70
Advertisers' Index 73
The Slush Pit 74

SUBSCRIBER'S
CHANGE OF ADDRESS FORM

To be assured of receiving your copy of OFFSHORE each month, report your change of address on this form and send it to the address listed below.

Name .....

Company ..... Occupation .....

Old address .....

New address .....

.....

Mail to: OFFSHORE P. O. Box 977 Conroe, Texas

Hurricane Havoc 17

The Weather Bureau storm warning network will be joined by offshore oilmen this year

Two for 100 Feet 21

Drilling units commissioned by The Offshore Company have open-work legs, marine hulls

Pete and the Penquins 29

It took a fourth-generation marine oilman from Venice to drill out in the Arctic ocean

Semi-Offshore 24

Barges built for Penrod are named to honor veteran drillers W. H. Dordan, Tom Sorrell

The Deepest Yet 31

Hole is being made from CATC's platform in 112 feet of water in the Grand Isle Area

Photo Credits:

U.S. Weather Bureau—19, maps; Arthur I. Coyle—21, 22, 23, 24; Jim Cockrum—24; Coyle—26; John Latham—29, drawings; Collins Construction Co.—35; Goodyear Tire & Rubber Co.—45; Coyle—45; Cockrum—46; Coyle—48; Continental Oil Co.—49; The California Co.—49; John W. Mecom—49; Planes, Inc.—55; Marine Travelift—56; Safety First Supply Co.—57; Andrews Corporation—58; Cockrum—72; Hank Roesler—74, cartoon.

Published Monthly By

Industrial Trade Publications

Telephone PLeasant 6-2427
517 Collins Street
CONROE, TEXAS

•

JOHN H. LATHAM
Publisher

•

DOUGLAS MAGINNIS
Associate Publisher
530 International Trade Mart
Phone RAymond 6961
New Orleans, La.

•

JIM COCKRUM
Editor

•

ARTHUR I. COYLE
Technical Editor

•

DAVID G. WALKER
New Equipment Editor

•

GEOFFREY KERR
Borneo Representative

•

The
JESS M. LAUGHLIN CO.
West Coast Representative
Suite 10
3757 Wilshire Blvd.
Los Angeles 5, Calif.

•

JACK BEECH
Staff Photographer
CAnal 7419, New Orleans, La.

•

E. F. MEIER
Production Manager

•

JEAN LATHAM
Business Manager

•

VIOLET BROOKS
Circulation Manager

•

JOYCE WILLIAMS
Art Editor

•

Subscription price: $2 per year, $3 for two years. Foreign, $3 per year, $5 for two years.
Back issue, 50c wen available.
Second class mail privileges authorized at Canroe, Texas

GO DEEP

...OR SHALLOW!

WITH RUGGED

LEE C. MOORE

DRILLING STRUCTURES

There is a size for every depth requirement—from shallow work up through the large heavy-duty sizes for record-breaking depths.

LEE C. Moore CORPORATION

TULSA : SHREVEPORT : GREAT BEND : CASPER : NEW ORLEANS
CENTRALIA : DALLAS : HOUSTON : MIDLAND : PITTSBURGH

EXPORT OFFICE:—ROOM 624, INTERNATIONAL BLDG., 630 5TH AVE., NEW YORK 20, NEW YORK

FOREIGN LICENSED MFR.: OIL WELL ENGINEERING CO., LTD., CHEADLE HEATH, STOCKPORT, ENGLAND

FIRST CLASS
Permit No. 14
(Sec. 34.9 P. L. & R.)
Conroe, Texas

BUSINESS REPLY CARD

No Postage Necessary if Mailed in the United States

POSTAGE WILL BE PAID BY

OFFSHORE

The Marine Oil Operations Journal

P. O. BOX 977

CONROE, TEXAS

Offshore

SUBSCRIPTION CARD
(Or to Report Change of Address)

P. O. BOX 977
CONROE, TEXAS

Gentlemen:

☐ Please enter my subscription for one year and bill me for $2.00
☐ Please enter my subscription for two years and bill me for $3.00.
Foreign—$3.00 per year, $5.00 for two years
☐ Please change my address to:

Name.....

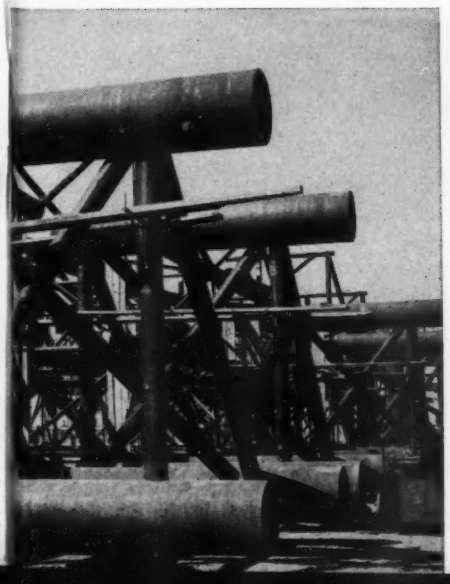
Occupation.....

Company.....

Address.....

.....

Here . . . the wet-dry corrosion zone gets time-proved protection at lower cost



Magnolia Petroleum Company engineers did a lot of careful investigation before they selected the material for the wet-dry corrosion zone in the Company's Central Separator platforms located near Eugene Island, Louisiana. They were well aware of the severe service life threats and so material durability was all-important. But material *economy* was essential, too. In other words, for the particular application where serviceability as well as corrosion protection are essential, they wanted a material that would provide lowest-cost-per-year of service.

They found, after thorough reviews of material cost and performance in salt water services, that wrought iron answered their requirements. Nearly 269 tons of wrought iron pipe and plate were used for dolphin hoods, boat landing supports, bracing for dolphins and pile clusters, and bumper strips for landing docks.

There's no need to practice "trial-and-error" in material selection for offshore services. The hundreds of wrought iron installations still serving in a variety of salt water applications provide documented proof of the material's ability to safeguard against corrosion. We would like to review those records with you. Just write. Your request will be handled promptly.

A. M. Byers Company, Pittsburgh, Pa. Established 1864. Boston, New York, Philadelphia, Washington, Atlanta, Chicago, St. Louis, Houston, San Francisco. International Division: New York, N. Y. *Available in Canada and throughout the world.*

BYERS *Wrought Iron Tubular and Hot Rolled Products*

ALSO ELECTRIC FURNACE QUALITY STEEL PRODUCTS

THE BEST WAY OFFSHORE IS

THE advantages of Sikorsky Aircraft transport helicopters in offshore oil activity are being demonstrated day after day over the Gulf. Many companies use S-55 helicopters to fly drilling crews to work on regular schedules.

These fast and agile S-55s also enable consultants or specialists to reach even the most distant rigs in minimum time and on short notice—a real bonus of helicopter transportation in emergencies.

In either company or charter service, the use of helicopters in offshore oil operations is more than justified on a cost basis. Every time the helicopter saves hours or even minutes, operating costs are substantially decreased. Using helicopters permits a reduction in surface transportation investment. Helicopter transport will ultimately reduce the need for extensive housekeeping and recreational facilities on offshore rigs since crewmen no longer will need to stay on rigs for long periods.

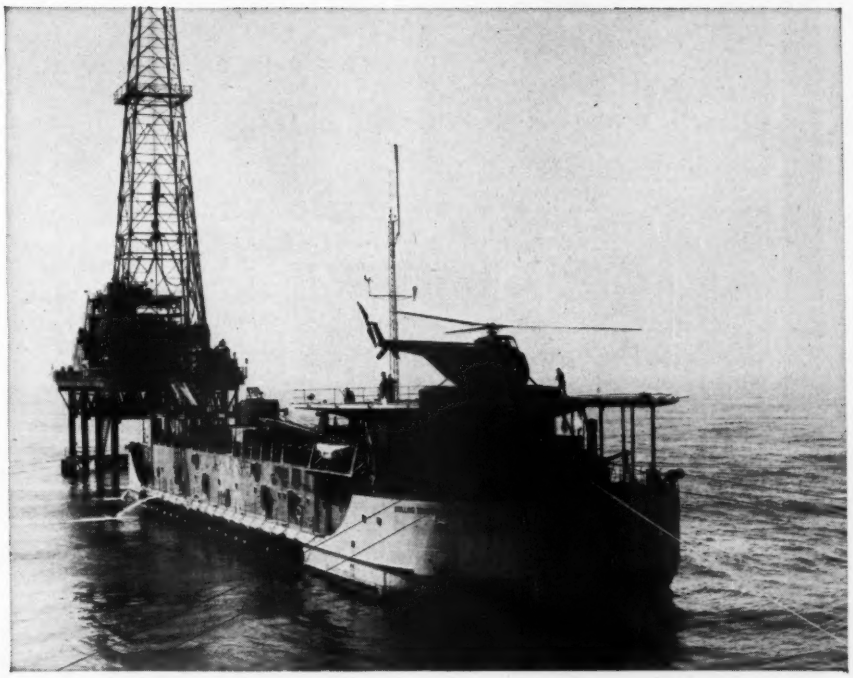
BUS LINE CONVENIENCE—Regular, scheduled passenger service by big Sikorsky helicopters is providing forward-looking oil companies with a practical solution to many of the problems of offshore transportation.

The speed of a Sikorsky S-55 permits commuting to work offshore in only minutes. Helicopter flights are less vulnerable than surface transportation to interruption because of bad weather. Trips can be scheduled day and night, around the clock.

Crewmen are flown quickly and easily to rigs, stepping from the helicopter cabin directly onto landing platforms, eliminating the delays and hazards of debarking from small boats. This year in the Gulf of Mexico, helicopters are carrying about 15,000 workers per month.

TO MOVE MEN BY HELICOPTER

DEPENDABILITY—Sikorsky helicopters, with world-famed operating stamina and inherent flying safety features, have proved themselves on the job in Gulf operations—as well as in jungles and deserts, in polar regions and far out at sea. The Sikorsky S-55, the only helicopter certified by the U.S. Government for scheduled commercial passenger service, is the world's most widely used transport helicopter. Sikorsky helicopters are based solidly on more than 15 years of engineering, production, and operational experiences.



SPEED—Helicopter flights, cruising at about 85 miles per hour, are quick and easy. Crewmen no longer arrive for work at offshore rigs seasick and exhausted from uncomfortable trips many hours long. The availability of transport helicopters enables aerial commuting for more and more oilmen. Men can work on rigs far offshore yet be only a matter of minutes from their families at home.

For more information on Sikorsky helicopters telephone or write B. L. Whelan, general manager, Sikorsky Aircraft.

SIKORSKY AIRCRAFT

BRIDGEPORT, CONNECTICUT

One of the Divisions of United Aircraft Corporation

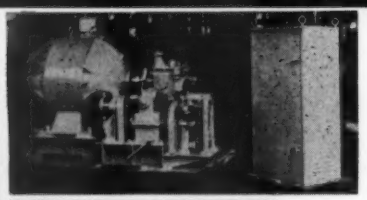
EQUIPMENT DIVISION

NATIONAL METAL & STEEL CORP.

1251 NEW DOCK STREET

TERMINAL ISLAND (LOS ANGELES HARBOR), CALIF.

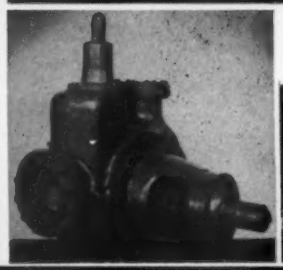
CALL LOS ANGELES: NEvada 6-2517



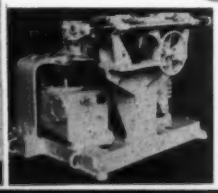
PUMPS

90 HP HYDRAULIC, MFR. STETSON-ROSS, #108
MOTOR: WESTINGHOUSE, 230V, 575-RPM; with panel

ROTARY PUMP
MFR. NATIONAL TRANSIT,
10" X 8" TYPE B, 750 GPM



GEARS



STEERING ENGINE GEAR MFR. BALDWIN LOCOMOTIVE WKS.
SIZE: 300V-T
RATIO: 39:1
MOTOR: MFR. CROCKER-WHEELER; 10 HP; 1750 RPM; 230 VOLTS

CHAIN • ANCHORS

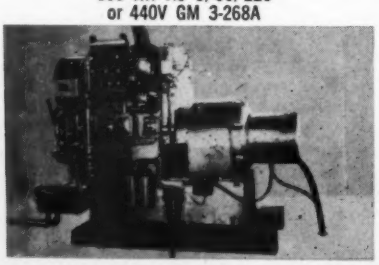
WINCHES
RIGGING
BOOMS
DECK FITTINGS
PUMPS
WINDLASSES
GEARS
MOTORS
GENERATORS
MOTOR-GENERATOR SETS
TURBO-GENERATOR SETS
DIESEL ENGINES
DIESEL GENERATORS
DIESEL ENGINE SPARE PARTS
SEARCHLIGHTS
PORT HOLES
COWLS
CAPSTANS
CONDENSERS
COOLERS
HAWSE PIPE
TANKS
HEAT EXCHANGERS

OIL FIELD • MARINE • INDUSTRIAL EQUIPMENT

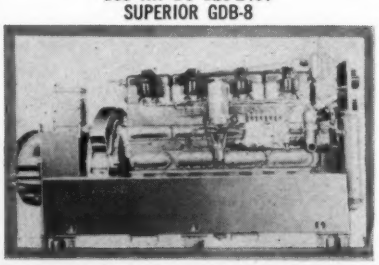
DIESEL ELECTRIC GENERATING SETS

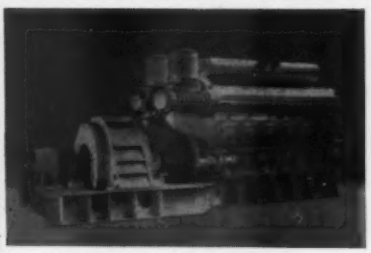
75 KW AC 3/60/220-440V
GM 6-71

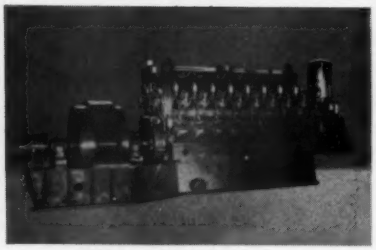
100 KW AC 3/60/220
or 440V GM 3-268A

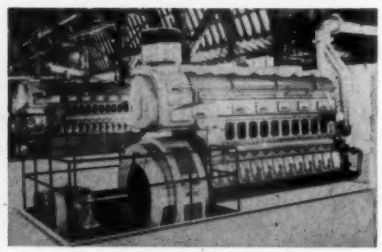


100 KW DC 120-240V
SUPERIOR GDB-8









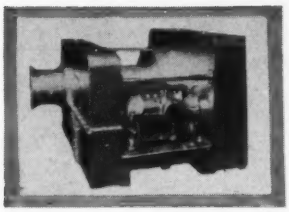
750 KW AC 3/60/480
or 2400V GM 12-567

1000 KW AC 3/50 or
60/2400-4160V GM 16-278A

1136 KW AC 3/60/2400-4160V
FM 38D8 ⅛

25 KW AC, 3/60/120-208V, BUDA 6DTC
25 KW AC, 3/60/120-208V, CUMMINS HI
30 KW DC, 120V GM 3-71
50 KW DC, 125V, BUDA 6-DHG
100 KW AC, 3/60/440, WINTON 6-228

WINCHES

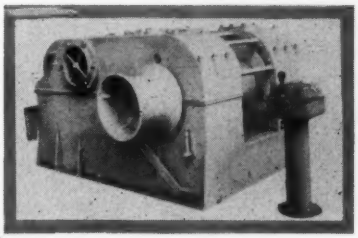


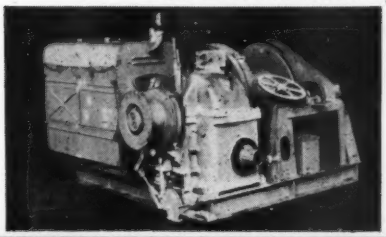
ELECTRIC DRIVEN

MFR.: W. A. RIDDELL CORP.
TYPE: CLASS 8590 — SINGLE SPEED — U.S.M.C.
CAPACITY: 7,450# @ 220 FPM
MAIN DRUM SIZE: 18" DIAM. MOTOR DATA:
MFR.: WESTINGHOUSE ELECTRIC MFG. CO.
TYPE: UW, 50 HP, 230V DC, COMPOUND

ELECTRIC DRIVEN

MFR.: LAKE SHORE ENGINEERING CO.
TYPE: UNIWINCH TYPE U-11, SINGLE SPEED, SINGLE DRUM AND GYPSY
DRUM STOWAGE & CAPACITY: 650'—¾" WIRE ROPE WITH LINE PULL OF 7450# @ 220 FPM, 3720# @ 290 FPM
WINCH MOTOR: ALLIS CHALMERS, TYPE EBM-11, 50 H.P. 230 VOLT D.C., COMPOUND, INTERMITTENT

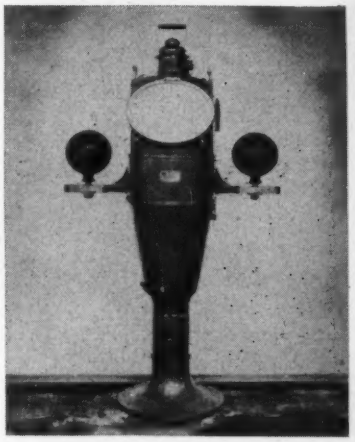




GASOLINE DRIVEN

MFR..... PARKERSBURG RIG & REEL
TYPE.....IV
CAPACITY..15,750# @ 42FPM
STOWAGE..900 FT, ¾" WIRE ROPE
MOTOR:....CHRYSLER, MODEL T118, 6-CYL

COMPASS BINNACLES



MADE BY
LIONEL CORP.
MARK VII

OIL FIELD • MARINE • INDUSTRIAL EQUIPMENT

HEAT EXCHANGERS

LARGE STOCK OF ROSS EXCHANGERS
NEW • UNUSED • SURPLUS

CRANKCASE ASSEMBLIES

FOR GM MODEL 8-268A
NEW—UNUSED—SURPLUS
PORT: PART NUMBER 3273444
or 3275746
STARBOARD: NUMBER 3275747
FRACTION OF REPLACEMENT COST

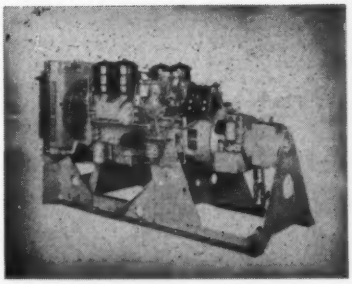
CRANKSHAFTS

MFR: BUSCH-SULZER
LENGTH: 26' 10"
DIAMETER: 13¾"
THROWS: 8
WEIGHT: 26,000 #
8 CYLINDER 20½" X 27½"
2 CYCLE DIESEL ENGINE AS USED ON C1-M-AV1 CARGO VESSELS
GM 16-258S
PART # 3232730
GM 8-268A
PART # 3275731

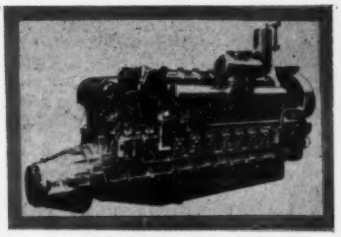
REDUCTION GEARS

1.939:1 FOR 1600 HP,
720 RPM DIESELS

DIESEL ENGINES



GM 6071 TWIN 275 HP
@ 1800 RPM WITH TWIN DISC
TORQUE CONVERTER



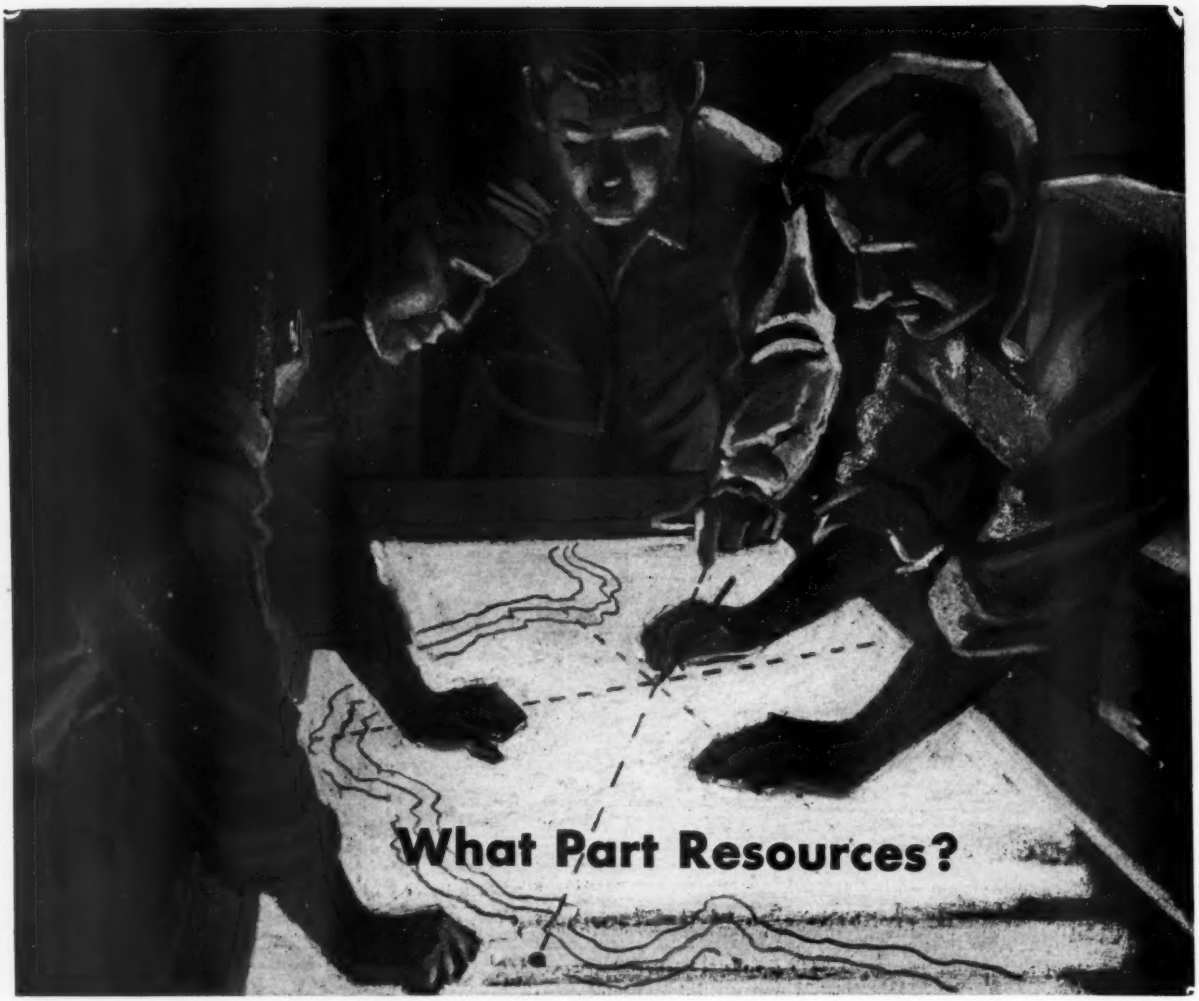
GM 8-268A 500 BHP @ 1200 RPM WITH 2.54:1 REVERSE REDUCTION GEAR.
MATCHED PAIRS. PORT OR STARBOARD AVAILABLE

EQUIPMENT DIVISION

NATIONAL METAL & STEEL CORP.

1251 NEW DOCK STREET
TERMINAL ISLAND (LOS ANGELES HARBOR), CALIF.

CALL LOS ANGELES: NEvada 6-2517



To properly serve an industry the resources of personnel and management must be limitless

RESOURCES CAN BE MANY THINGS—capital, the ability to buy and install advanced equipment, radiolocation stations and the like. One of the most important resources of a horizontal control company operating in the Gulf of Mexico is veteran personnel. For in this backlog of experience are a thousand old problems solved and a ready insight into the solution of new ones.

Offshore Raydist, Inc., knows that in its operators it has one of its major resources. Experienced, able, intelligent men make a service company. It is just such a group of men whose combined knowledge and experience is available to all companies using O-R-I services. When you employ O-R-I you know you are never alone in the solution of your problems.

Continuous radiolocation facilities from Mobile Bay to the Rio Grande

ORI

OFFSHORE RAYDIST, INC.

ORI

3503 Fern Street
New Orleans, Louisiana

SERVICING SEISMIC, GRAVITY AND MAGNETOMETER SURVEYS AND WELL LOCATION CREWS

Way Offshore . . .

With the Publisher

WE'VE got some pretty well-known characters in this industry, but we suspect that none will be better known—or cussed more affectionately—than an oil-grubbing sea-going jigger making his first full-length appearance in this month's OFFSHORE.

We are referring, of course, to the redoubtable Cooneaux, Plaquemines Pete—who was invented last month by our editor, Jim Cockrum. Jim had a column to fill, so he just sat down and devoted it to Pete's exploits. The result was a surprising response that caused us to outfit Pete with a couple of illustrations, and turn him loose to raise hades in a full-length article of his own.

Maybe Pete has showered fog, smog or tobacco-juice in our eyes, but we think the industry needs a legendary character—and Pete fills the bill, from bilge pump to crown block. We have the feeling he'll be around as long as Pecos Bill or Paul Bunyan.

Come to think of it, Pete'd have made short work of a chore that took us long months—and a mountain of correspondence—to accomplish.

It's our annual round-up of marine drilling rigs around the world, which you'll find in our August issue.

Watch for it. It'll contain some of the most fabulous, fascinating information you've seen in a long time, and you'll want to keep your copy as a reference—at least until we publish a revised list next year.

So we'll see you then.

Long John Latham

We've got BOATS!

All Types of
Marine Transportation

Need a

CREWBOAT?
TUG? BARGE?
SUPPLY BOAT?

We rent by the

HOUR,
DAY, WEEK,
MONTH!

Rental contracts to fit your needs. Why commit yourself for long periods when plans may change?

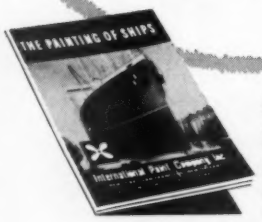
WRITE, WIRE or CALL—COLLECT

Telephone: Day—RAymond 7791
BURAS 9552
Night—GAlvez 5550

Sea-Marine Corp.

325 International Trade Mart
New Orleans 12, La.

International Paints
were developed, each to satisfy a new and often unusual marine requirement



Send for a complimentary copy of our recently revised booklet "The Painting of Ships." It is an outline of the latest approved practices in all marine maintenance.

International Paint Company, Inc.

Union, Union Co., N. J., U. S. A. • S. San Francisco, Cal., U. S. A.

STOCKED BY

SAN ANTONIO MACHINE & SUPPLY CO.
Harlingen, Texas..Phone: Garfield 3-5330

SAN ANTONIO MACHINE & SUPPLY CO.
Corpus Christi, Texas.....Phone: 2-6591

TEXAS MARINE & INDUSTRIAL SUPPLY CO.
Houston, Texas....Phone: Walnut 6-1771

TEXAS MARINE & INDUSTRIAL SUPPLY CO.
Galveston, Texas.....Phone: 5-8311

MARINE & PETROLEUM SUPPLY CO.
Orange, Texas...Phone: 8-4323—8-4324

TWENTY GRAND OIL CO., INC.
Morgan City, Louisiana Phone: 5033—3811

ROSS-WADICK SUPPLY COMPANY
Harvey, Louisiana. Phone: Fillmore 1-3433

MOBILE SHIP CHANDLERY CO.
Mobile, Alabama..Phone: Hemlock 2-8583

Here are reasons why

Court Decision Lamentable

A RECENT U.S. Supreme Court order which halted leasing and drilling in the disputed tidelands off Louisiana showed a lamentable lack of consideration.

While it is axiomatic that decisions from the highest tribunal in the land are apt to be far reaching in consequences, this order was needlessly so.

Even a brief inquiry into the processes of the oil industry would have shown the Court that to prohibit drilling in the twilight zone would cause undue harm to oil companies, oil men, and others economically connected with marine operations.

From the standpoint of the operators, time lost because of the most temporary of shutdowns could mean lapse of leases for failure to meet drilling obligations. When it is realized that acreage offshore is extremely costly to lease, it is easy to see that just a few tracts that never feel the drill bit represent a significant loss.

Also facing economic damage are drilling contractors who have had the courage and foresight to enter a phase of oil drilling which has capital expenditures dwarfing those on land.

Similarly, many boat owners and others who serve the offshore industry in non-drilling capacities are certain to be harmed to some extent.

One of the most serious losses would result if a shutdown caused widespread, or long-lasting, layoffs. If this happens, many of the experienced men needed to drill miles from land may be siphoned off into other areas. Further, their departure could deny the marine oil industry many of its potential future leaders. Roughnecks have a tradition of becoming drillers, then toolpushers, and so on up the ladder to some of oil's top positions.

As one contractor put it:

"We have spent years getting the best men possible for this offshore work, and if those guys are laid off and they scatter from here to Canada, it will do more damage than the blowout." (Referring to a wild well off Vermilion Parish)

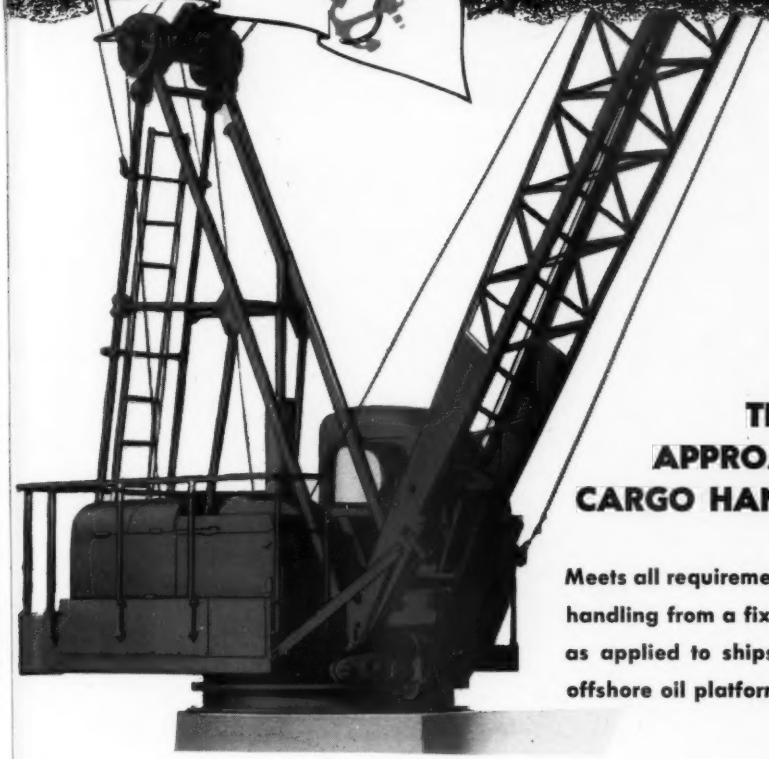
Long before this country was established it was recognized that the power to tax was the power to destroy; from the Supreme Court's order and its consequences in this case it can be seen that to curtail one function of an industry is to damage the whole industry.

The Editor

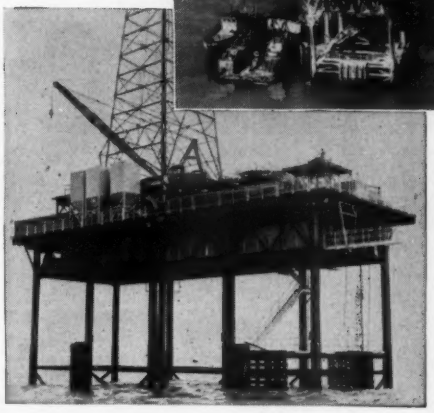
Specially Designed for

• Offshore Operations
• Tenders • Steamships
• Barges

UNIT MARINER

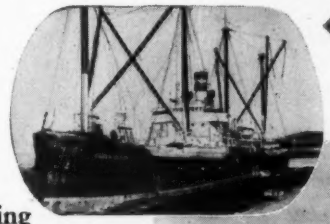


Designed to operate from a fixed mounting, the UNIT MARINER delivers dependable and economical performance aboard offshore equipment. Cargo is conveniently transferred from tender to platform.



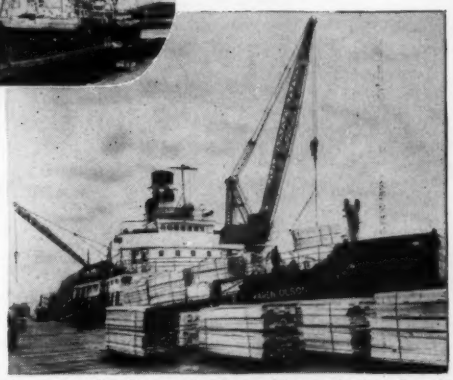
THE NEW APPROACH TO CARGO HANDLING!

Meets all requirements for cargo handling from a fixed mounting as applied to ships, barges, or offshore oil platforms.



BEFORE

AFTER



The net results of converting from old type rigging: Speeds up cargo handling — reduces idle port time — cuts maintenance cost. These self-contained MARINERS operate independently of ship's power.

Features incorporated in the MARINER design include: One-piece cast gear case — a protection against salt spray • Self-aligning centerpost trunnion • Turntable load rollers plus replaceable hook shoes • Large diameter roller path • Worm type independent boom hoist • Large diameter swing brake • Disc type clutches • Straight-in-line engine mounting with torque converter plus many other important features. The LIFT and CONTROL ability of the MARINER permits loading and unloading with speed and accuracy. The full range vision safety cab enables the operator to see what he is doing at all times. Here's a machine constructed for your type of Cargo handling. Get the facts.

Write for: Bulletin MO-200 for Offshore Platforms
MS-200 for Ships and Barges

UNIT CRANE & SHOVEL CORP. UNIT MILWAUKEE WISCONSIN

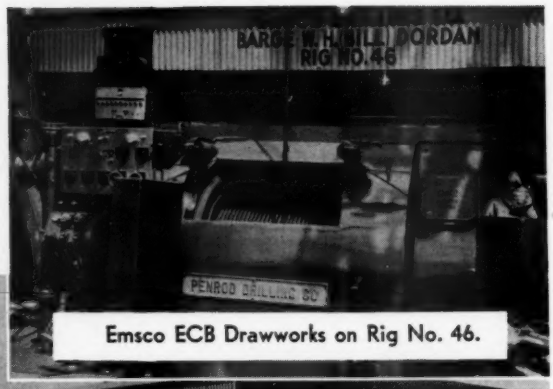
UNIT CRANE & SHOVEL CORPORATION

6625 WEST BURNHAM STREET • MILWAUKEE 14, WISCONSIN, U.S.A.

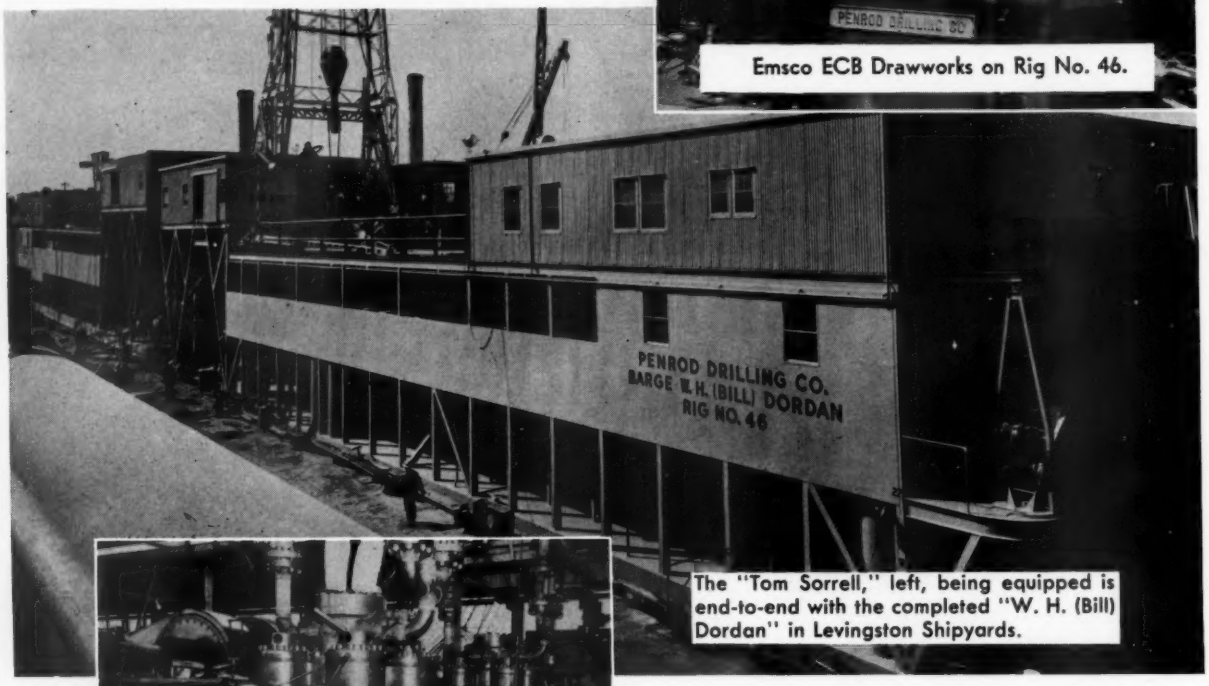
A 8881-1PBC

SHOVELS • DRAGLINES • CLAMSHELLS • CRANES • TRENCHOES • MAGNETS

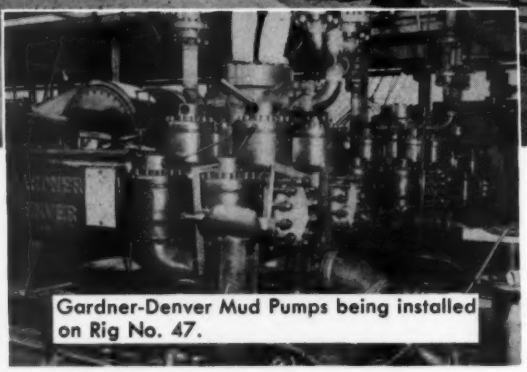
Penrod Drilling Company's
Barge W. H. (Bill) Dordan — Rig 46
Barge Tom Sorrell — Rig 47



Emsco ECB Drawworks on Rig No. 46.



The "Tom Sorrell," left, being equipped is end-to-end with the completed "W. H. (Bill) Dordan" in Levingston Shipyards.



Gardner-Denver Mud Pumps being installed on Rig No. 47.

BULK OF THE MAJOR EQUIPMENT ON THESE OFFSHORE RIGS WAS

SUPPLIED THROUGH CONTINENTAL!

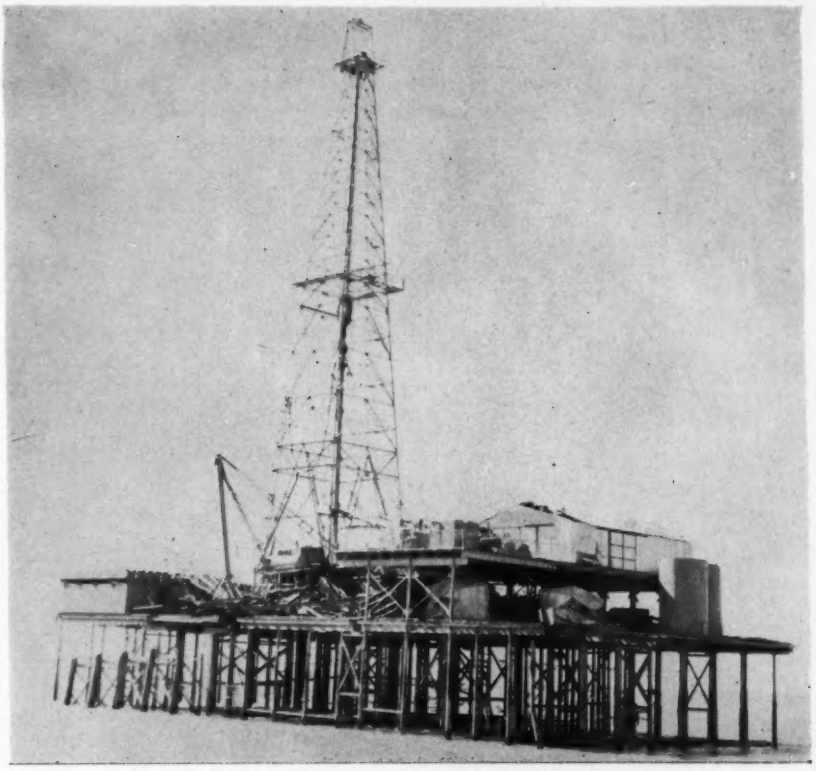
Naturally we take pride in having Penrod select equipment of the manufacturers represented by Continental. It shows their faith in the quality of the products we furnish — and the dependable service behind every job we handle.

In fact, two other Penrod Offshore Rigs projected in the near future will have "Equipment through Continental."

CONTINENTAL
Serving the Oil and Gas Industries

CONTINENTAL SUPPLY COMPANY
A Division of The Youngstown Sheet and Tube Company
General Offices: DALLAS, TEXAS
Representatives in All Principal Oil Fields of the World

Tropical storms sweeping in from the sea have done almost $3 billion damage in the United States in the past 41 years. That's one reason offshore operators have joined . . .



More than $300,000 damage was inflicted on this self-contained platform by a hurricane. No one was injured, with 18 crew men reaching shore the morning of the day the storm was at its worst. After repairs, a dry hole was completed from the structure.

The Hurricane Watch

THE U.S. Weather Bureau, et al, will be keeping their collective eyes on tropical storms this season like a Morgan City mother tending her daughters when a crew boat docks.

The watching will be with good reason:

In the past 41 years hurricanes have inflicted an **average** of $71 million damage **each** year on the United States.

The years 1954 and 1955 saw damages totalling $1.7 billion.

Altogether, in a 41-year period damages have reached $2.9 billion and 4,863 lives have been lost.

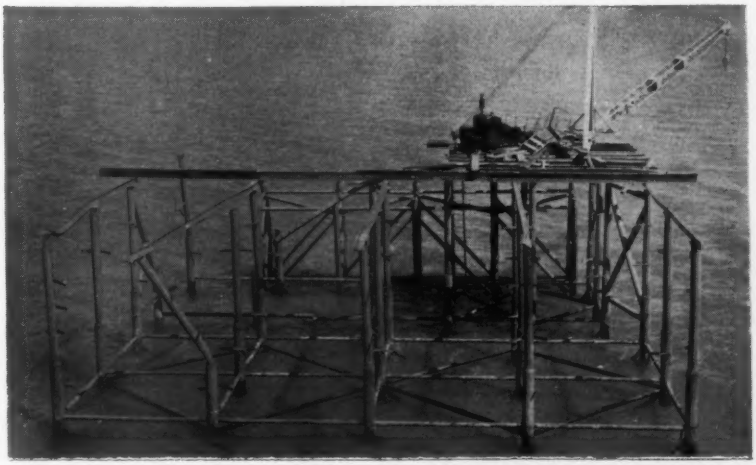
Despite these high losses, less than half of the tropical storms forming in the past 41 years reached the United States.

In the "eye" of a hurricane, pressure is so low that suction may actually lift hundreds of square miles of water two to three feet above normal level. A square mile of water only one foot deep weighs about 700,000 tons.

Hurricanes — described as great vortices of air swirling counterclockwise around a low pressure center, or "eye"—originate when tropical Atlantic seas are heated to their warmest. Air currents sucking up water vapor twist around each other, spiralling slightly inward and creating terrific winds.

The season is on . . . The season when storms Anna to Zenda perform their destructive chores officially lasts from June 15 to October 31,

(continued on page 19)

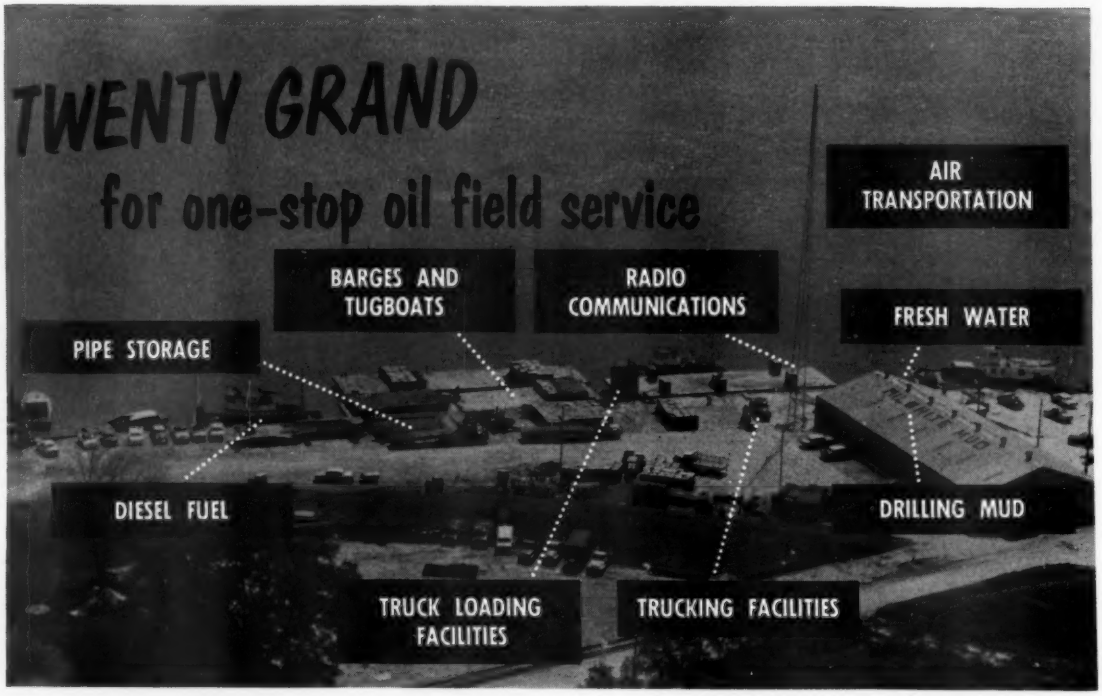


Waves shoving up from below were believed to have done this damage to the quarters structure, which connected to the platform shown at the top of the page by catwalk. Two steel buildings, one of them weighing 80 tons, were swept off these pilings.

From Sabine Pass to the Mississippi

It's TWENTY GRAND

for one-stop oil field service



A recent aerial photo of Twenty Grand's Morgan City plant.

and there are twenty GRAND reasons why . . .

TWO MODERN PLANTS, fleets of trucks, deck, bulk and covered barges, and tugs—plus air transportation and radio communications—all geared to the quick, sure delivery of drilling mud and chemicals throughout southern Louisiana.

Speed and efficiency are watchwords of the two fully-staffed, strategically located plants at Morgan City and Cameron that put Twenty Grand in a class by itself as oil field service specialists. And Twenty Grand's one-stop service facilities are available around the clock.

All this and Twenty Grand knowhow, too, are no further away than your telephone.

Twenty Grand's integrated facilities are your assurance of the finest in oil field service.

TWENTY GRAND

OIL FIELD SERVICE, INC.

Plants at Morgan City (Berwick) and Cameron, La.

P. O. BOX 92, BERWICK, LOUISIANA

TELEPHONE 6446, MORGAN CITY • PRESIDENT 5-2377, CAMERON

MILWHITE DRILLING MUD DISTRIBUTORS • THE BEST OF ENGINEERING SERVICES

(continued from page 17)

but hurricanes have often paid their visits as early as May 16. Hurricane Alice, which lasted from December 31, 1954, to January 5, 1955, was both the earliest and latest hurricane on record.

Helping the Weather Bureau gather data this season will be at least three offshore rigs.

The first offshore weather stations will be:

On a Pure Oil Company tender platform in Block 39 of the Vermilion Area.

On a Phillips Petroleum Company self-contained platform in Block 184 of the Eugene Island Area.

On a self-contained platform belonging to The California Company in Block 160 of the East Cameron Area.

Every six hours, company-employed observers on the rigs will radio data on barometric pressure, temperature, wind speed and direction and, possibly, tide conditions, to the Weather Bureau office at New Orleans.

Oilmen watching the weather from offshore locations will provide information from areas previously inaccessible. Their data will be of particular value in detecting storms which originate relatively close to shore and previously swept inland without warning.

Equipment and training is to be supplied by the Weather Bureau. Later, more rigs may be added.

(continued on next page)

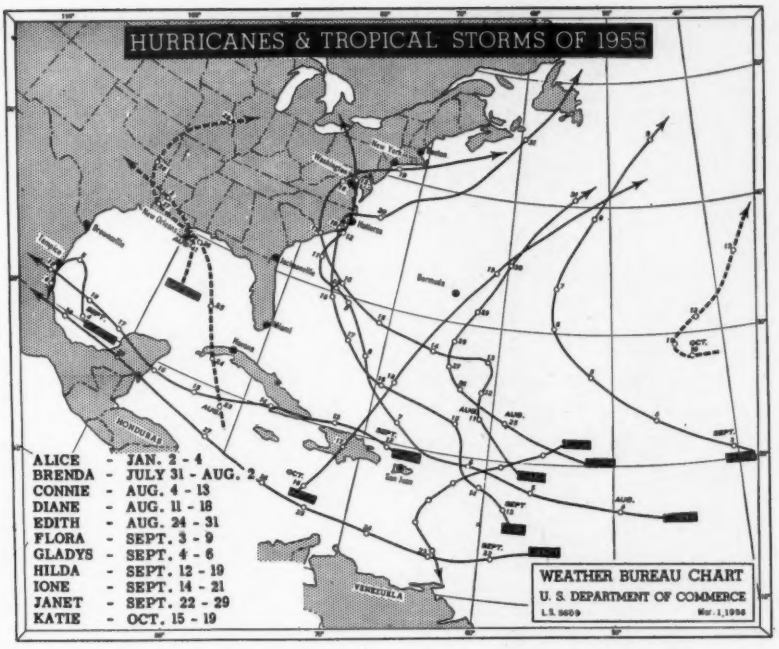
May Zenda . . .

The '56 crop of trouble-making hurricanes have their feminine names all laid out for them. Names start with "A" again this year, despite a suggestion by movie star Zsa Zsa Gabor that the other end of the alphabet be the jumping off place—with Zsa Zsa the first hurricane, of course.

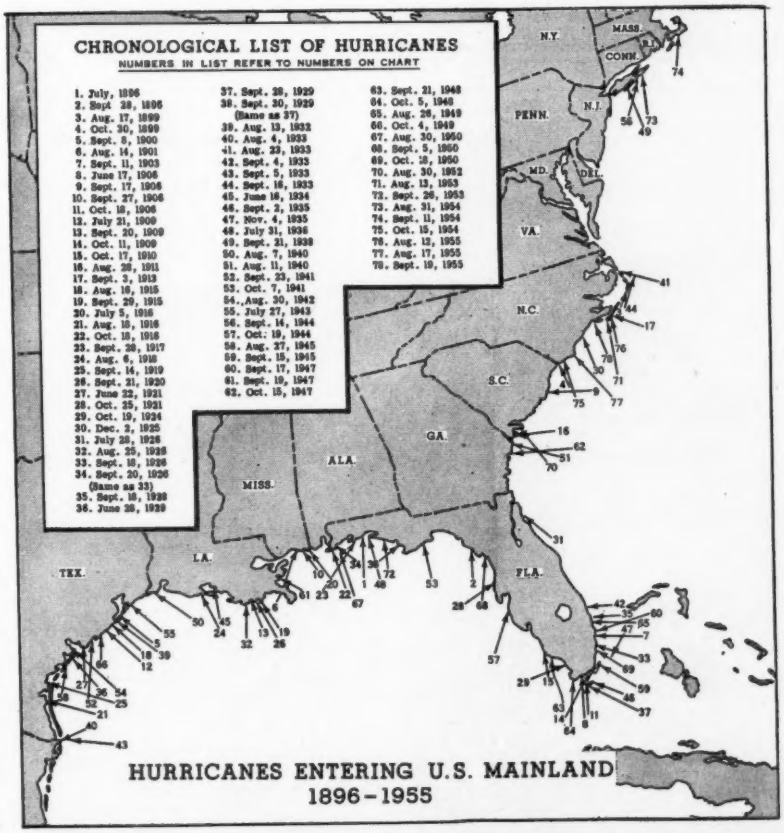
Here is the '56 line-up: Anna, Betsy, Carla, Dora, Ethel, Flossy, Greta, Hattie, Inez, Judith, Kitty, Laura, Molly, Nona, Odette, Paula, Quenby, Rhoda, Sadie, Terese, Ursel, Vesta, Winny, Xina, Yola, Zenda.

In the Pacific, hurricane-force storms are more numerous. There, four sets of girl's names are used in sequence, without regard to calendar year. Weathermen just start naming where they left off at the end of the previous season.

. . . never come

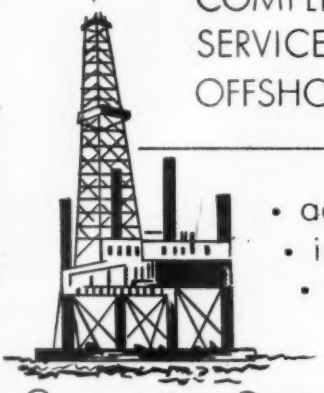

HURRICANES & TROPICAL STORMS OF 1955
ALICE - JAN. 2 - 4
BRENDA - JULY 31 - AUG. 2
CONNIE - AUG. 4 - 13
DIANE - AUG. 11 - 18
EDITH - AUG. 24 - 31
FLORA - SEPT. 3 - 9
GLADYS - SEPT. 4 - 6
HILDA - SEPT. 12 - 19
IONE - SEPT. 14 - 21
JANET - SEPT. 22 - 29
KATIE - OCT. 15 - 19
WEATHER BUREAU CHART
U. S. DEPARTMENT OF COMMERCE

Hurricanes Alice to Katie did $967 million damage in 1955, with the assist of floods from hurricane rains. Solid lines show hurricanes; dashed lines indicate storms of less than hurricane intensity. Open circles show locations of centers at 7 a.m. Eastern Standard Time of date entered nearby.



Hurricanes hitting the coasts of the United States were travelling in the direction of the arrows. Numbers were assigned in chronological order from 1896-1955. Excluded from the list are storms where central pressure was less than 29.00 inches when the hurricane reached the U.S. coast.

HARDIN and FERGUSON, INC.
INSURANCE BROKERS



COMPLETE INSURANCE SERVICE for INLAND and OFFSHORE OPERATIONS

- access to all markets
- imaginative handling
- proven performance
Since 1868

Competitive Quotations Gladly Furnished

339 Carondelet St.
Phone TUlane 4401

New Orleans, La.
Cable Address-FERGY

By truck, by plane—our boats never wait on supplies.
By ALL means, our service is best.

MARINE SERVICE CO.

BOAT RENTALS

EXPLORATION - PRODUCTION

R. L. "Red" Shibley
HOmestead 5-4122

1702 Longacre Drive
Houston, Texas

J. D. "Johnny" Wiech
HOmestead 5-5480

(continued from preceding page)

Other assists . . . All through the season the Weather Bureau will be getting data-gathering assists from other sources. Surface reports as well as data from instrument-carrying balloons will be supplied by observers aboard three Gulf plying ships. Vessels are the **MV Jakkula, A & M** oceanographic research ship which operates in various sections of the Gulf; the **Carl Schmedeman,** a bauxite carrier sailing between Corpus Christi, Texas, and Ochos Rio, Jamaica; and **Salinas,** an oil tanker running between Galveston, Texas, and Coatzacoalcos, Mexico.

Radar is a vital part of the weather warning system. Intense precipitation caused by a hurricane is detectable on a radar screen. The Weather Bureau's radar network now takes in stations at Brownsville, Corpus Christi, Galveston, and Houston, Texas, Lake Charles, New Orleans, and Burrwood, Louisiana, and Tampa and Miami, Florida.

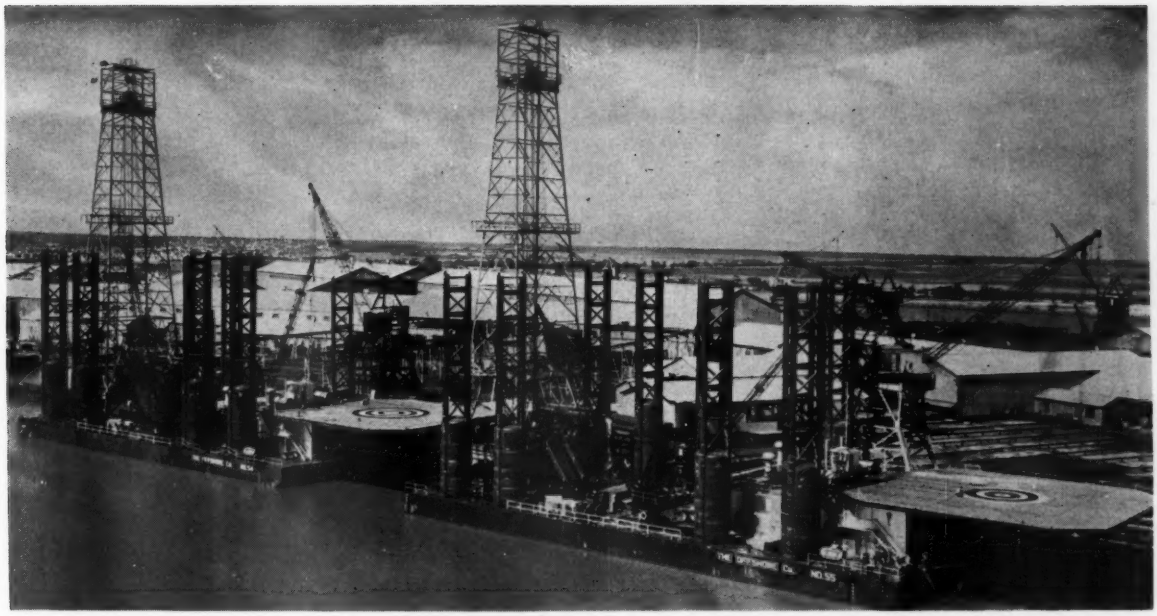
The station at Burrwood is to be improved to give it a range of 200 miles or more. New stations are planned for Apalachiola, Florida, and possibly elsewhere.

Swan Island, weather station devastated by Hurricane Janet last year, has been rebuilt and will supply radar and other observations this season. The island is a tiny speck off the north coast of Honduras, and lies in the path of most of the hurricanes which have struck the Gulf Coast in the past.

Passing the word . . . A teletype network giving instant communications between coastwise weather stations from Brownsville, Texas, to Boston, Massachusetts, is another aid in keeping a watch on

(continued on page 72)

Wreckage strewed on the deck of a self-contained platform after a hurricane struck. The structure was in 50 feet of water, with working deck 32 feet above the surface—theoretically safe from waves.



The Offshore Company's new mobile units, NO. 54 and NO. 55, at the Orange plant of American Bridge Division.

The Offshore Company gets

Mobile Units for 100-foot Water

Two new drilling giants are of marine construction, have truss-braced legs, hydraulic jacks, diesel electric power

THE USE of cross-braced, open-trussed "sea legs" is just one of several unusual aspects which make The Offshore Company's newly commissioned mobile units No. 54 and No. 55 different from most such units.

The twin giants are the third and fourth mobile units to be completed for 100 feet of water.

Also:

They are of **marine** construction, rather than barge construction.

Their 223-foot-tall, tower-like legs can hoist the plaforms at the rate of 16 feet per hour, using specially designed DeLong hydraulic ram jacks.

They are the second and third mobile units to have diesel electric main power systems.

For heavy seas . . . Structural design and heavy weld construction enable the No. 54 and No. 55 to be taken anywhere in the world, anytime. Completely seaworthy, they are classified as marine construction by the U.S. Coast Guard.

American Bridge Division of U.S. Steel built the units at its Orange, Texas, plant. Completely welded throughout, they were designed, engineered and outfitted by DeLong Corporation of New York.

Drilling equipment was installed by The Offshore Company.

The units are similar to The Offshore Company's mobile unit No. 52, but by no means are they sister ships. Hulls of No. 54 and No. 55 are 200′ x 104′ x 15 feet. A helicopter deck 80′ x 80′ is located atop the two-story housing unit. Gross weight, fully loaded, will be 6,000 tons.

The towers . . . The key features of the No. 54 and No. 55 are the legs that support the platform and the method for raising legs and platform.

The No. 54 and No. 55 have eight four-legged towers each. Towers are made up of two small tubular sections and two triangular built-up

(continued on next page)

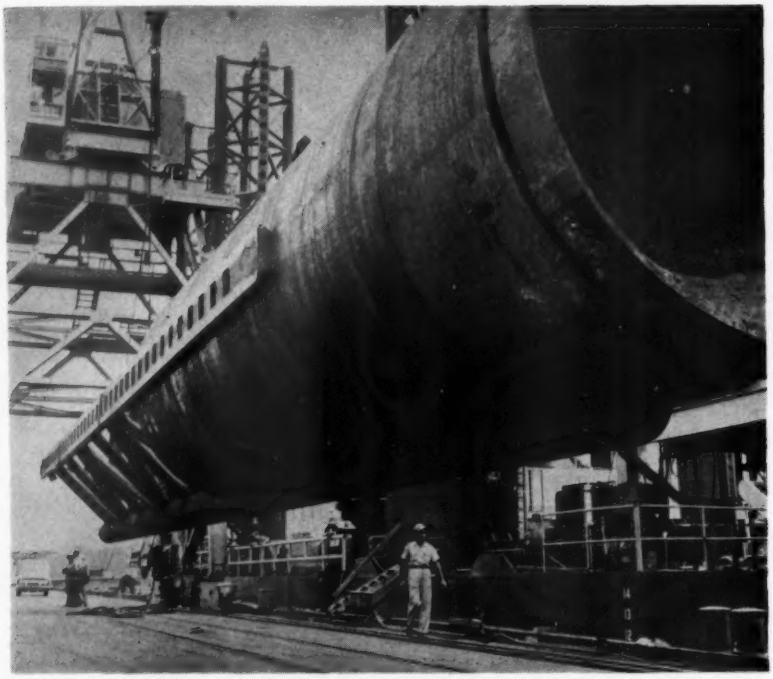
Shark's-eye view of one of The Offshore Company's new mobile units, showing two legs and the hull, which is of extra sturdy marine type construction.

(continued from preceding page)

. . . open-work legs reduce wave resistance . . .

sections. They are of cross-braced and open-trussed design to reduce resistance to wave action. The towers are 11′ 9″ in diameter.

Each tower is 223 feet tall. The bottom 50 feet is entirely encased with a tubular footing casing for greater rigidity. An inverted dish-like plate two feet from the bottom rim inside each footing is designed to prevent excessive penetration of the sea floor. Because of the greater length of their towers, it is felt that No. 54 and No. 55 will be limited very little by soil conditions on bottom.



Mobile units NO. 54 and NO. 55 will stand on 223-foot-tall towers, one of which is shown above. The enclosed lower section prevents side motion when embedded, and the concave bottom is to minimize penetration into the soil.

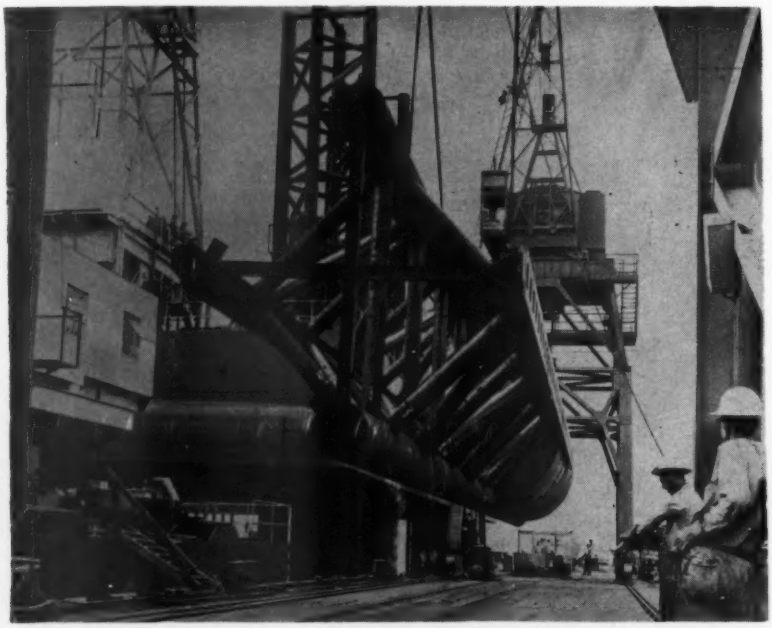
Each tower weighs 200 tons and has been designed to carry comibned maximum dead load, plus wind and wave force loads of maximum storm intensity. On the bottom rim of one tower leg, the U.S. Army Corps of Engineers has placed strain gauges to collect data for use in design of future offshore units.

The jacks . . . Especially designed DeLong jacks, hydraulically operated and electro-hydraulically controlled, raise and lower the platform at a speed of 16 feet per hour. This fast rate enables the units to spend a minimum time in the critical zone when "touching down" and raising the platform on location.

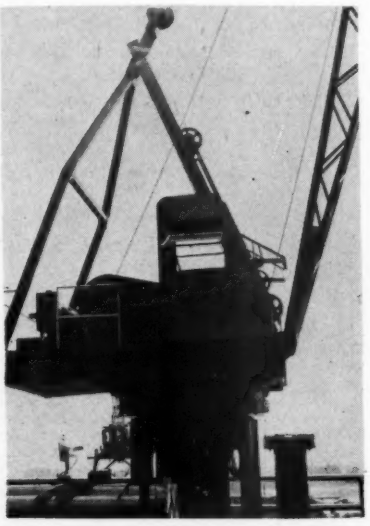
Each tower has two lift jacks, one fore and one aft of the wells. Holes are located 25 inches apart on the fore and aft edge of each tower, to serve as a rack for insertion of the two "fixing bars," or pins.

Weight distribution on each leg is checked by hydraulic pressure to each ram cylinder.

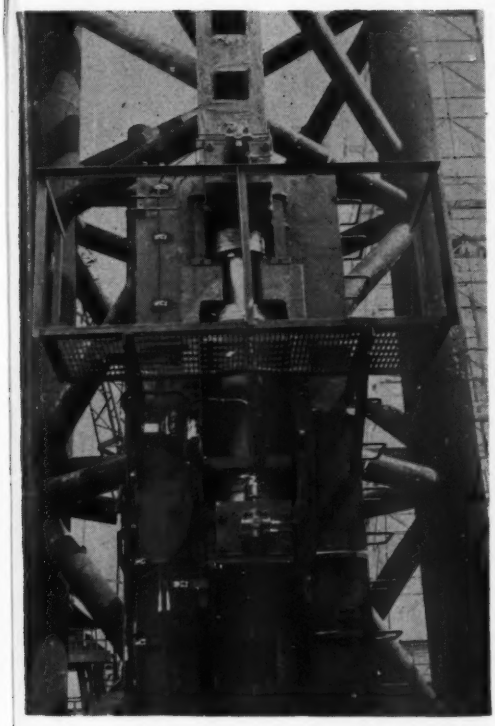
The hydraulic master cylinder of each jack is permanently attached to the bottom fixing pin and it and the hydraulic ram are the only moving parts of the jack. For raising the platform (or lowering the towers) the bottom fixing bar is inserted in a hole and the upper (hanging) pin is withdrawn. A hydraulic ram is next forced against a casting on the



Cross-braced open-work towers are designed to minimize effect of wave action. In this top view can be seen bracing details, as well as triangular members which have pin slots.



One of the two Model 6 Clyde Iron Works cranes for handling materials aboard the new mobile unit.



Close-up of one of the 16 jacks which will raise each unit. A hydraulic ram pushing against a casting furnishes the lifting force for raising, while slots in the edges of the legs provide connection points between jacks and legs.

upper edge of the jack, to raise the platform.

When the platform is raised 25 inches, the upper pin is inserted into the next higher hole, the bottom pin is removed, and the master cylinder and the bottom pin are pushed up 25 inches to the next hole in the rack, where the hanging pin was originally. The bottom pin is then inserted, the hanging pin removed, and the operation repeated until the unit is in position.

As a safety measure, neither pin can be withdrawn until the other pin is inserted.

The power system . . . No. 54 and No. 55 are the second and third mobile units to have diesel electric combinations for the main power source. Three eight-cylinder 567-C's from the Electro-Motive Division of General Motors are the prime movers. Each of the three diesels turns two D-39-G generators. All generated current passes through a generator control panel and into the motor control cabinet. From there, power goes to the D-39-M's which drive the drawworks and mud pumps. This power is controlled electrically from a panel at the driller's position.

The advantages of the power systems on No. 54 and No. 55 are fourfold:

1) Maximum fuel efficiencies are realized by having the diesel engine run at constant speed, where the vast load characteristics are utilized.

2) Use of electrical rather than mechanical power transmission provides greater flexibility and ease of control.

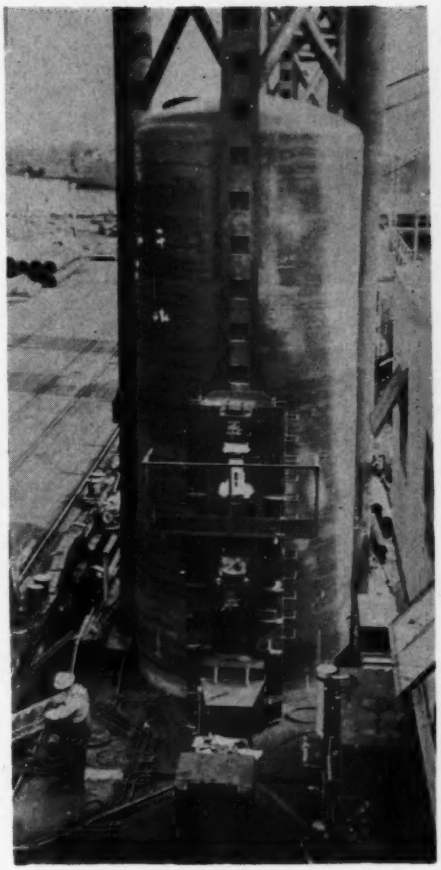
3) Generators and motors are identical except for field windings—which simplifies servicing.

4) Use of a diesel electric system saves space.

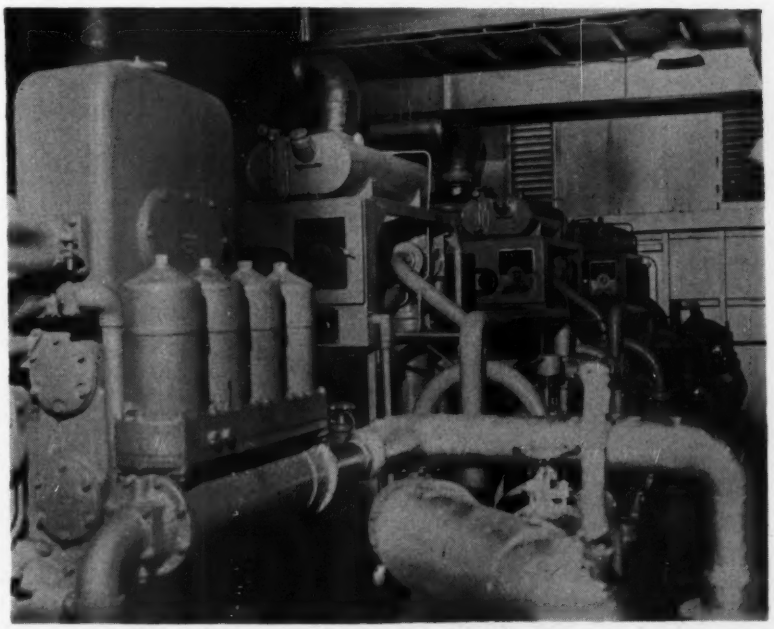
Drilling equipment . . . Rig 54 is equipped with a Lee C. Moore 3-well derrick and substructure, and a National rig. Special equipment aboard the unit include a Cleaver-Brooks waste heat evaporator for making fresh water from sea water, four 6000-lb. Baldt anchors for mooring on location, and two Model 6 cranes by Clyde Iron Works for handling tubular goods and bulk materials aboard the platform.

Eight-hour shifts . . . Air-conditional living quarters for men has been provided in a two-story structure located aft.

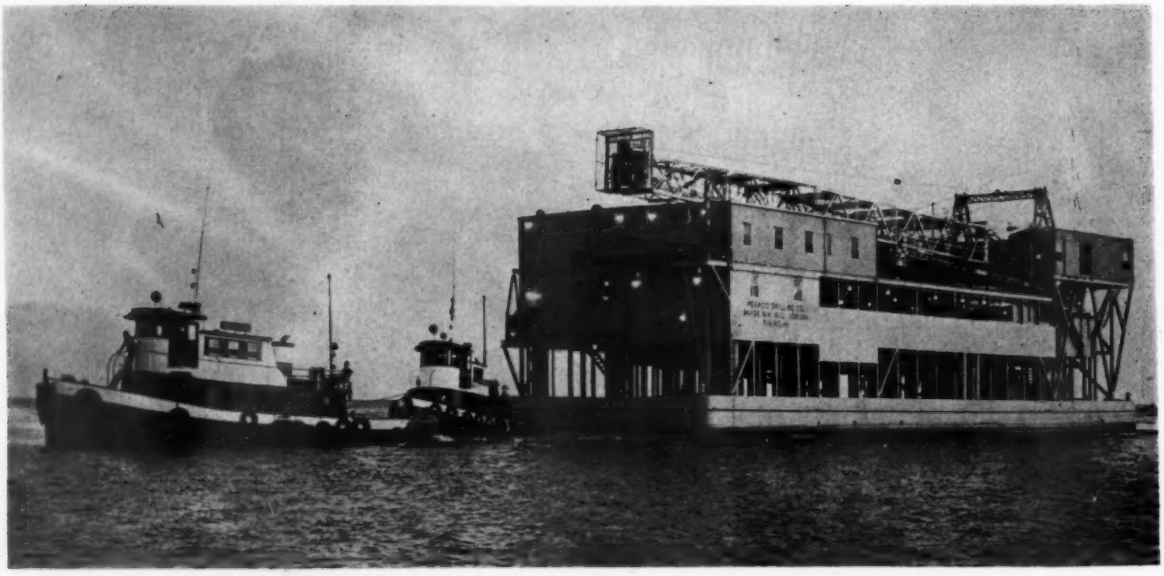
First location for mobile unit No. 54 is for Shell Oil Company in Block 188 of the Eugene Island Area, and it left for that site June 29. Depth of water there is 70 feet. No. 55 will leave for location on July 13 to drill at a presently undetermined site, for the same company.



Support slots extend well below the top of the enclosed lower section, so legs can be raised to provide more clearance for towing.



An end view of the diesel electric units placed aboard the Offshore No. 54.



The semi-offshore drilling barge W. H. (BILL) DORDAN, being towed to location south of Morgan City, Louisiana.

Penrod commissions

Drill Barges "Dordan" and "Sorrell"

Levingston-built units have operating water depth of 19 feet, can drill to 18,000 feet

VETERAN drillers W. H. (Bill) Dordan and Tom Sorrell were honored recently by Penrod Drilling Company when the firm christened two submersible inland drilling barges at Levingston Shipbuilding Company in Orange, Texas.

Each of the men had been with Penrod since 1923, and the company named its two new "semi-offshore" barges after them. Mrs. Dordan and Mrs. Sorrell sponsored the vessels at June 15 ceremonies. The **W. H. (Bill) Dordan** is already drilling for Placid Oil Company in the Hontague area near Houma, Louisiana. The **Tom Sorrell** is slated to leave Orange for a Placid location later.

Left to right, N. H. Hall, W. F. Youngblood, W. H. (Bill) Dordan, Mrs. Dordan, Mrs. Sorrell, and Tom Sorrell. Hall and Youngblood are assistant drilling superintendents for Penrod.

The two barges, which are for water to 19 feet deep, are identical in construction and almost identical in drilling equipment. Each is a slotted-type, submersible drilling barge measuring 180′ x 50′ and having a 12-foot-deep hull. Extension braces 10 feet long make possible operations in deeper water than most inland barges, with little added cost.

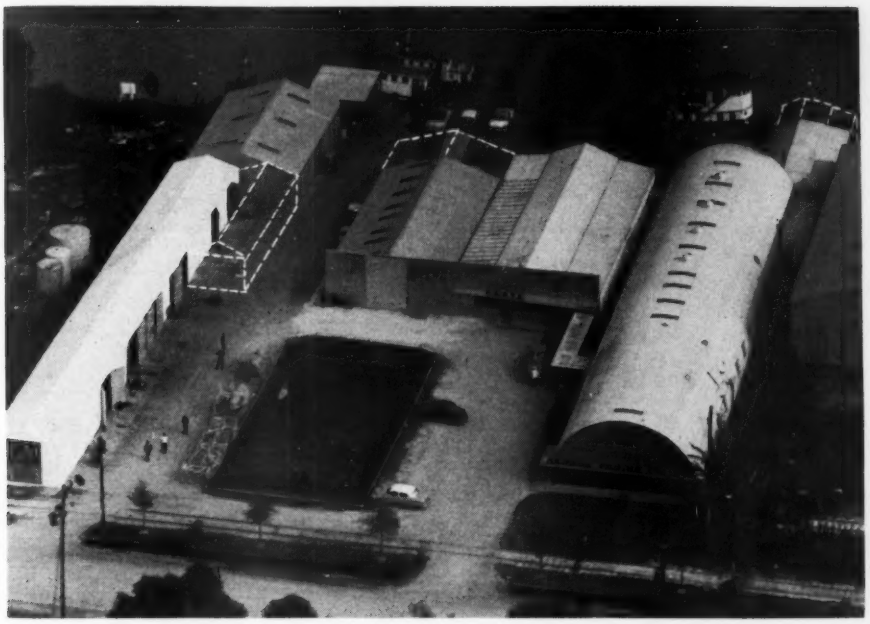
Design features . . . The slot, derrick, and drawworks are at the extreme end of each barge, with pipe rack area amidships and crew quarters at the end opposite the derrick. Most shallow water barges have the derrick in the center with the pipe rack at one end and quarters at the other.

The Penrod barges compare favorably in spaciousness with some tenders.

Equipment . . . Depth potential is over 18,000 feet. Both rigs have Emsco Manufacturing Company drawworks, one ECB and one EDA, using 1⅜-inch line. To gain economy of space and flexibility of operation, the units have diesel electric power systems by Electro-Motive Di-

(continued on page 26)

this is where
GEORGE does it! . . .



Strategically located right in the midst of the hustle and bustle of the Harvey Canal, George Engine Company's facilities permit entrance from both land and water. Boats can come right up to our docks for installations and service—trucks can come in Destrehan Avenue for pickups and delivery.

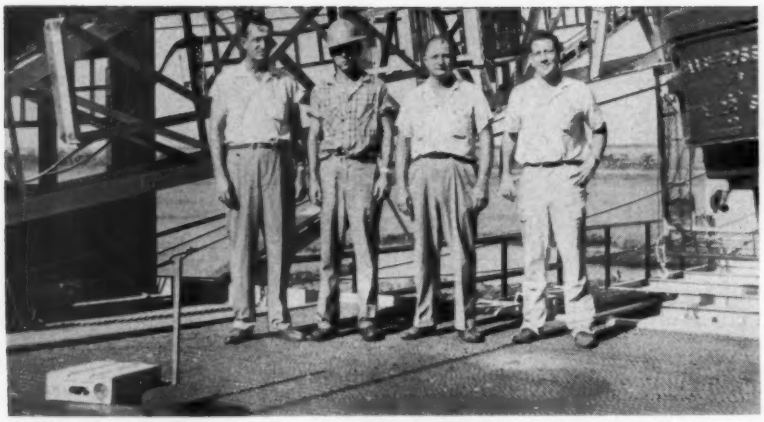
Dotted lines show new facilities now under construction to keep apace with our fast-growing operations. At the left, new warehouse space plus Electric and Injector Shops. In the center, more new warehouse and parts department space. At the extreme right, our general offices and main repair shops, in the rear of which is the new Dynamometer room. Here, everything is at your command for the kind of service you want . . . and deserve . . . on marine, oilfield, and industrial Diesel Engines by General Motors, as well as generator sets.

Now that you know "where we are" and what we have to offer, stop in at any time to get acquainted and try our bayou coffee.

DIESEL *power by*
George Engine

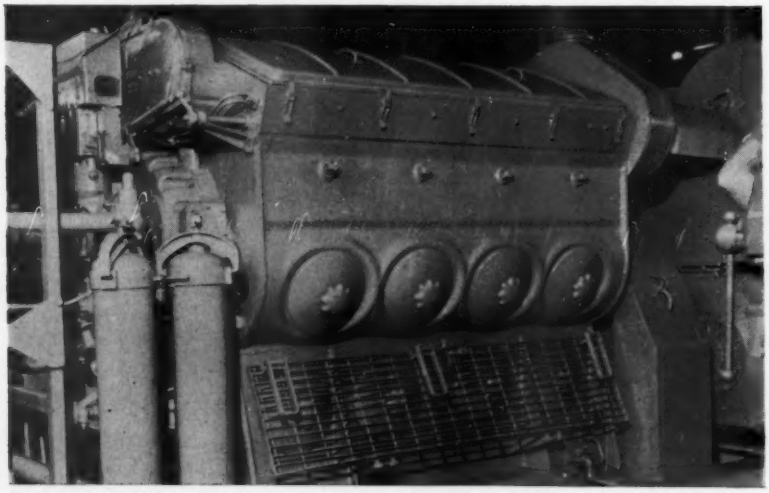
MARINE · OILFIELD · INDUSTRIAL
HARVEY, LOUISIANA · FILLMORE 1-5641

GM GENERAL MOTORS DIESEL POWER



Shown left to right, on the rig floor of Penrod Drilling Company's Rig 46, are Clyde Craft, toolpusher for Rig 46; D. T. Tinsley, driller for Rig 46; Charlie Jones, Penrod toolpusher on Rig 34; and Tom L. Blickle, engineer for Electro-Motive Division of General Motors.

Drawworks on the W. H. (BILL) DORDAN is by Emsco Manufacturing Company. The drawworks was converted from steam power to electric motors by Brewster Company, Inc., of Shreveport, Louisiana. The driller can control all drilling operations from his post by flipping a switch or pushing a button.



Prime movers for the diesel electric power system on Rig 46 are 567-C diesel engines by Electro-Motive Division of General Motors. One engine is above.

"Dordan" and "Sorrell" . . .

(continued from page 24)

vision of General Motors with a total of 2700 hp. Prime movers are GM-EMD 567-C's, used in conjunction with GM-EMD D-37-M motors.

The derrick is a 142-foot standard cantilever design by Lee C. Moore. The rotary is an Emsco model KS.

Generators for auxiliary power are 100 kw, and were built by Delco.

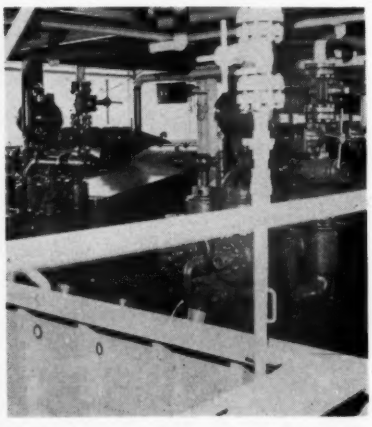
The only pieces of major equipment which differ on each barge are the mud pumps. On the **W. H. (Bill) Dordan** are one DA-500 Emsco and two D-1000 Emsco pumps. The **Tom Sorrell** has two 1000 hp and one 60 hp Gardner-Denver pumps.

The Continental Supply Company of Dallas handled all supplies and supervised installation of the equipment aboard the **Tom Sorrell.** The Brewster Company, Inc., performed the same task aboard the **W. H. (Bill) Dordan.**

Storage . . . Bulk mud storage bins holding 1,000 sacks each have been installed. Fuel capacity is 1,900 barrels. Also provided are three active mud pits holding 400 barrels each, plus drilling water storage for 6,600 barrels, and potable water storage for 85 barrels.

Living spaces . . . Spacious quarters, providing air-conditioned comfort for 28 men, are aboard each barge. There is dining room space for 26 men, a recreation room with television, a separate toolpusher's room, three showers, and ample sanitary facilities.

The drilling crews will have five men for each tower, including the driller. They work three eight-hour towers daily, seven days a week.



Mud pumps on the Penrod semi-offshore unit are by Emsco Manufacturing Company.

The "SEA HOSS"

25 Ton Offshore Crane

LORAIN'S Answer To The Need For A Sea-Going Crane

- EXCLUSIVE LORAIN SHEAR BALL MOUNTING
- NEW ALLOY STEEL TUBULAR BOOM
- ENGINEERED FOR "SAFETY FIRST" OPERATION

Latest Lorain "Sea Hoss" installed on new drilling tender.

Head and Guild offer Lorain Offshore Cranes from 10 through 60 tons capacity. Let us help solve your hoisting problems for platform and tender operations. Continued performance of these Offshore Cranes is assured by our responsible service.

Phone: WA 3-2603

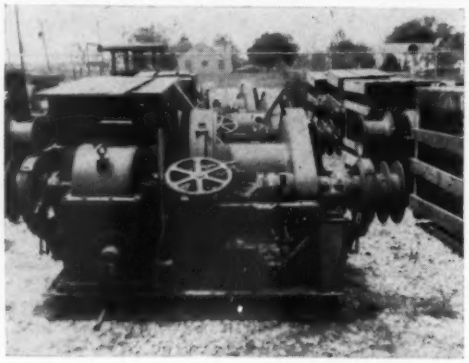
HEAD and GUILD

P. O. Box 9187 SALES | 5501 Navigation SERVICE | Houston, Texas RENTALS

OFFSHORE OPERATORS SAVE MONEY

ON THESE REAL BUYS IN OILFIELD EQUIPMENT!

Write, wire or phone for detailed information



SINGLE DRUM WINCHES

Drum—20" diameter, 18¼" between flanges, 38" flanges. Drum duty—15,000-lb. single line pull at 42 feet per minute. Powered by Chrysler T-118 industrial engine. Total weight of complete unit 7960 lbs.

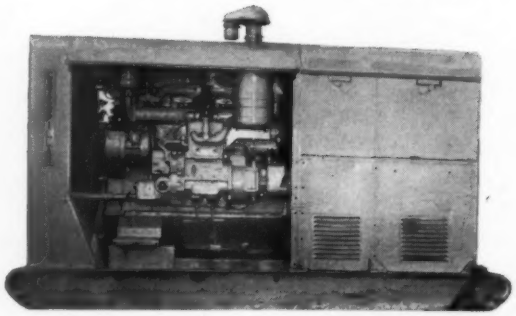
STIFFLEG DERRICKS

15 ton capacity. Booms—66'. Bull wheels—10' diameter. Mast—40'6". Operated by 51 H.P. 230 V. D.C. Motors.

OIL COOLERS

Struthers Wells Lube Oil Coolers—Shell W.P. 60 lbs. per sq. in. 146 Seamless Cu. Ni. Tubes 5/8" O.D. x 18 BWG x 8' long.

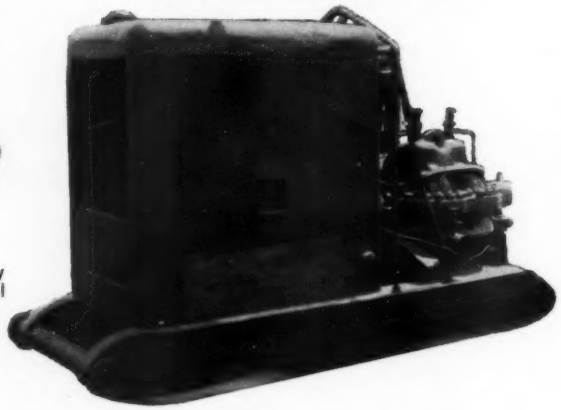
GENERATOR UNITS Large stock of Diesel-driven Generator Units, ranging from 15 K.W. to 100 K.W., D.C. and A.C.



GENERATORS

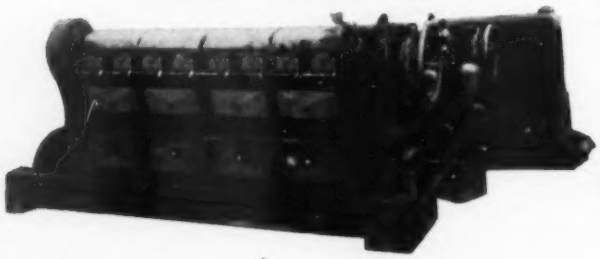
3 ea. 540 K.W. 120/240 3000 amp, 1200 RPM, Westinghouse. Excellent condition.

CARVER CENTRIFUGAL PUMP



Type 4-M 4703 — 500 g.p.m. at 492 ft. head. Driven by T-427 Continental Engine. Have large stock of centrifugal pumps—all sizes.

WINTON DIESEL ENGINES



One pair right and left model 8-241 Winton Diesels. 8" bore, 10" stroke, developing 5000 H.P. ea. at 1000 RPM. good condition just as removed from large yacht.

OUTBOARD PROPULSION UNITS

Murray & Tregurtha Model 02-D. Powered by GM 6-71 Diesel engine. Model 02, powered by Chrysler M-8 Gasoline engine.

DISCHARGE HOSE

6" discharge hose with flanges—50 ft. lengths.

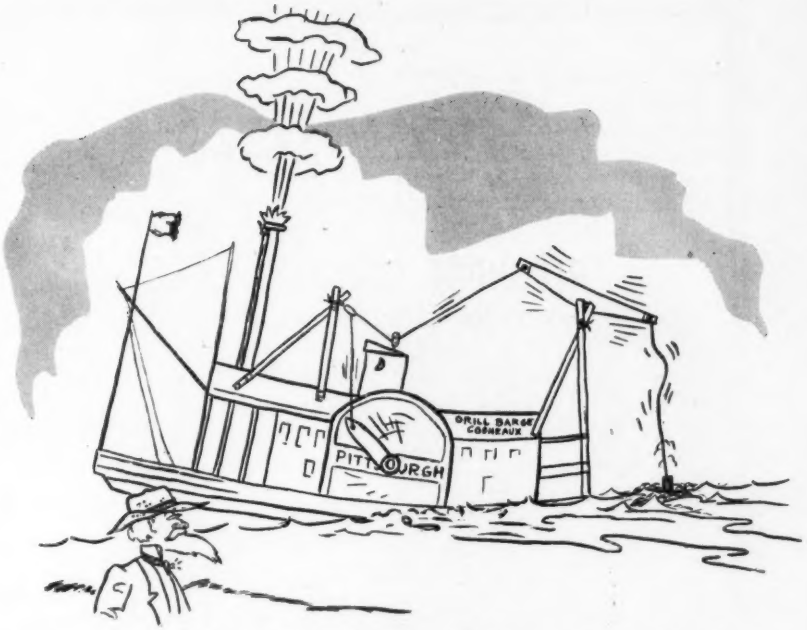
Southwestern **SUPPLY & EQUIPMENT CO.**

Phone: MIssion 9-2706 | P. O. Box 14357, Houston 21, Texas | 7225 Chocolate Bayou

ENGINES • GENERATOR UNITS • ELECTRICAL EQUIPMENT • PUMPS
OIL FIELD & MARINE SALES & RENTALS

A certified true story
by JIM COCKRUM

Sam drilled a dry hole in a wet river, and goat milk is very soothing, which accounts for . . .



" . . . and that's why, in the 1860's, the world's first overwater oil well was drilled in the Mississippi near New Orleans."

Plaquemines Pete and

The Reluctant Penguins

ONLY FOURTEEN living Americans can claim to be fourth generation overwater oil men and of that number thirteen are liars and one is Plaquemines Pete.

Pete's great-granddaddy, Sam from Pittsburgh, didn't help Col. Edwin Drake drill the world's very first intentional oil well in Pennsylvania, but he arrived a few days later to tell the Colonel what he'd done wrong.

Sam made only two oil booms before he decided to go into the oilwell supply business and related industries. The long-bearded boomer bought a second-hand steamboat, loaded it with newly-minted poker chips, and went to New Orleans, where they used to gamble in the old days.

Sam's paddleboat made the trip down the Mississippi swiftly and at New Orleans he loaded up with fish-tail bits he had had made. When he tried to go back upstream Sam found he'd been swindled. The boat's paddles wouldn't turn fast enough. Going full speed the boat stayed rock steady in one place.

With all those bits aboard Sam decided he might as well drill right there, and that's why in the 1860's the world's first overwater oil well was drilled in the Mississippi near New Orleans. Sam wore every bit to a nubbin and he never did find oil, but with the sand he bailed out of the hole he built a causeway to shore and opened a showboat.

Skipping the next two generations of Pete's forebears because they never did anything more spectacular than invent the telephone and the steam turbine, we come to Plaquemines Pete.

The first oil company Pete got connected up with was the Last Gasp Oil & Gas Co., owned by J. Pierpoint Oleander, a southern gentleman with northern capital. J. P. promoted Pete through all the titles from Boll Weevil to Operations Manager. Last Gasp never went offshore. J. P. retired after a particularly good oil well—his first.

Plaquemines Pete, in Arctic dress.

The old man was eccentric about some things. He decided to dig the world's most expensive water well, so he had a channel dredged into the front yard of his Pascagoula, Mississippi, mansion and floated in an inland barge.

The water well completed at 32.5 feet and the barge was floated out. They used face powder mixed in Chanel No. 5 perfume as a drilling mud just to run the cost up.

Pete left Last Gasp after drilling the high-priced water well and as soon as he could get the smell of Chanel No. 5 out of his khakis he took a job with Hurricane Shy Oil Company, off St. Mary Parish.

But Pete was the enterprising type and he soon went into business for himself. The most successful firm Pete ever formed was called Goats Afloat, Inc. Skinny old Pete had observed from watching company

(continued on next page)

Specialists

OFFSHORE COVERAGE of all types of marine equipment:

drilling units
tenders
crew boats
work boats
barges
protection & indemnity
hull & cargo

Maritime Insurance
AGENCY, INC.

827 Perdido St. • RAymond 7011 • New Orleans 12

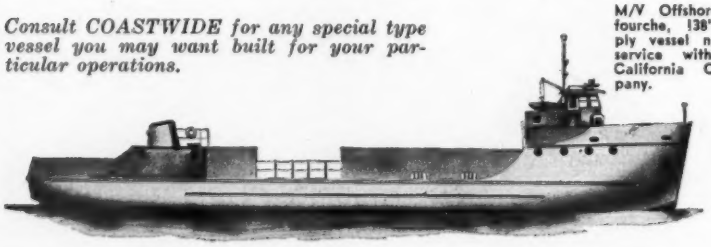
87' Crewboats, now being constructed at Lockport Shipyard, Lockport, La.

Operate Outside with Coastwide

Let COASTWIDE work out **your** marine problems to **your** best advantage with the combined services we have to offer. You will be relieved of many marine problems and make your operations easier to control, more efficient, and less costly.

Consult COASTWIDE for any special type vessel you may want built for your particular operations.

M/V Offshore Lafourche, 138' supply vessel now in service with The California Company.



Coastwide Service Inc.

OPERATORS OF OFFSHORE VESSELS

206 International Trade Mart—EXpress 1521
New Orleans, La.

(continued from preceding page)

officials eating aboard Mobile Unit No. 392 that they generally had ulcers. Goat's milk, he knew, was used for bad stomachs. So Pete simply bought a herd of goats, pastured them on a large supply boat he'd placed turf on, and sat down beside his short wave radio. Every time there was trouble offshore and company brass had to go to sea Pete would set out with his goats aboard **Duodenum I** and arrive in time to furnish goat milk for the tortured interiors of the top men.

Hurricane Brenda made Pete a rich man and he got out of Goats Afloat to form Arctic Explorations, Ltd. The company was really limited for several months because of an ownership dispute between Canada and the Oliak Eskimo tribe. But when that was cleared up by a payment of whale blubber Pete's company was ready to drill the first marine test in the Arctic Ocean.

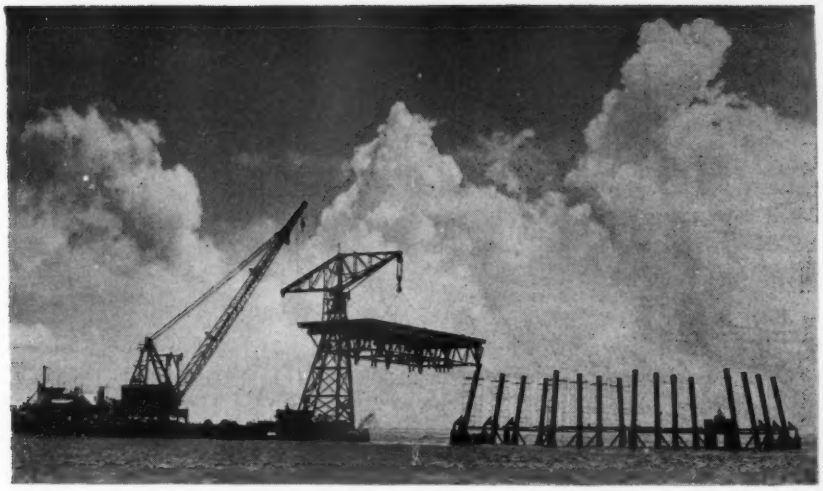
He contracted with 52 Gulf Coast ice houses to fabricate an iceberg for the drilling platform. Then he mounted a rig on the iceburg and talked the Navy into towing it to the Arctic in exchange for a free lease on half the burg for a radar station and a boot camp.

Pete ran into a personnel problem which had him running his index finger up and down his hooked nose and tearing his red hair for a while. The personnel problem was that he couldn't get anybody to work for him.

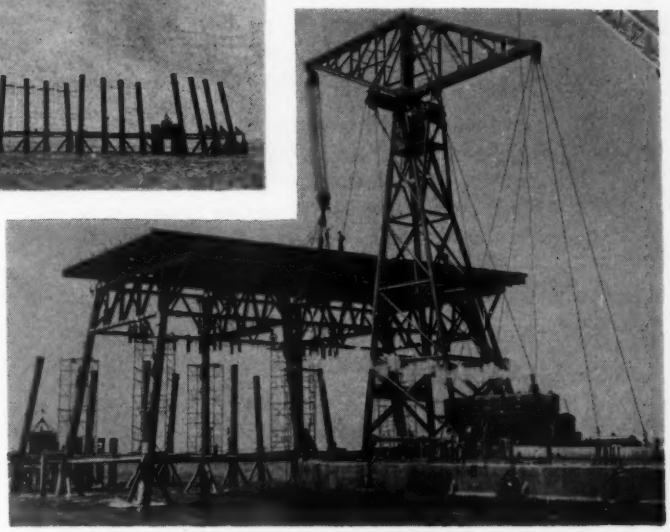
He solved that though by using giant penguins, imported from the Antarctic. The penguins worked fine until mating season, but Pete had to shut down operations then at 32,179 feet. Mating season didn't end until after the Arctic night began and the iceberg melted before the night ended. Fortunately Pete had prepared for that by tying cables with buoy markers to all the major equipment and later he went back. But that's another story.

Pete was also a whiz at financial maneuvering, especially mergers. Usually when two companies are combined one of them is producing a lot of crude oil and the other is selling a lot of oil products. Plaq improved on that moss-covered custom. He merged a company which couldn't find much oil with one that wasn't good at selling oil. They didn't make much money but they were a great comfort to each other.

There were some other things that Pete did but they're not very easy to believe.



Precise cranework is demonstrated as a Brown & Root derrick barge inches backwards on anchors to position part of a CATC platform on piling driven at an angle.



Placed in position, the deck section is securely set, and the derrick can slack off its lines. The scaffolding will be used by welders in securing the legs to the deck. A similar deck section was placed on the far side.

A long way from bottom

Deepest Water Record Holder

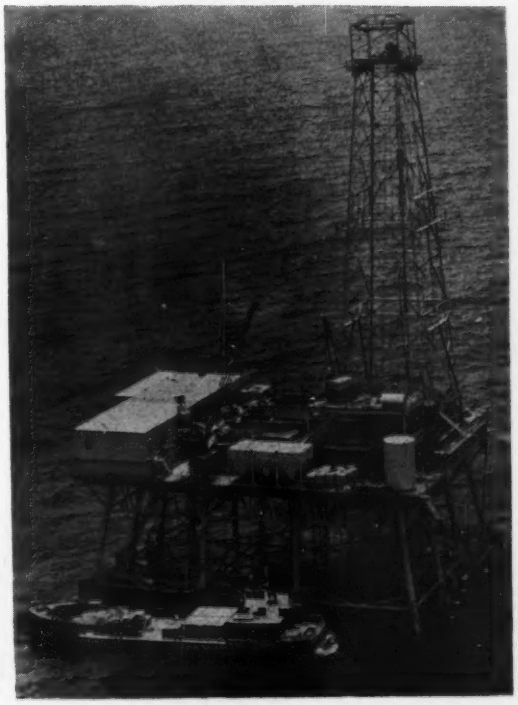
THE CATC group is now wildcatting from a unique self-contained platform in the deepest water yet drilled in anywhere in the world.

CATC's platform, in 112 feet of water, is 22 miles off Plaquemines Parish, in Block 43 of the Grand Isle Area. The group holds 50,000 acres in the vicinity.

Weighing 1,400 tons, exclusive of derrick and machinery, the platform was barged 350 miles to site from the yards of Brown & Root, Inc., at Houston.

Key to the design of the CATC platform is batter piling, which gives increased stability by slanting one foot horizontally for every six feet driven vertically. Pilings are 260 feet long and thrust 106 feet into the bottom of the Gulf (see OFFSHORE for March).

The platform cost CATC $1.2 million, has deck space 110′ x 146′, and is for 12 wells. The group is composed of Continental Oil Company, Atlantic Refining Company, Tidewater Oil Company, and Cities Service Oil Company.



A record holder for water depth, at 112 feet, the CATC platform rig is now drilling the No. A-1 OCS 0175 (State Lease 1490). Outer legs slant at a 6:1 ratio, but the four center steel pilings are driven straight down.

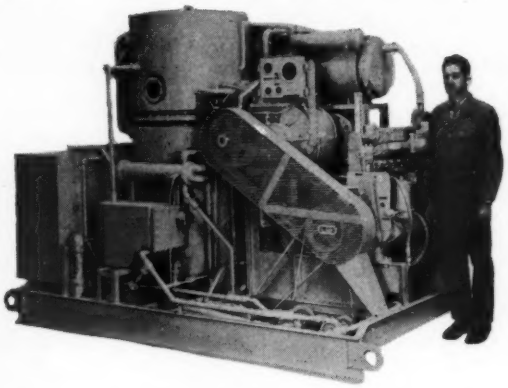
126,000 POUNDS OF WATER — *for 550 pounds of fuel!!*

Fantastic odds, but true. Yes, that is the amount of pure fresh water two MECO Model PD300K Diesel Powered Thermocompression Distillation units will produce from sea water every 24 hours, while consuming a mere bagatelle of fuel. The figure given is actual field output, in typical offshore service, with minimum attention. Maximum output is higher.

The manufacture of rugged, heavy duty, dependable distillation equipment has been the principal output of our plant for many years; it is not a sideline with us. The next time you visit an offshore tender or structure, ask "the man" what they do for water—and how do they like their MECO distillation units?

With experienced service engineers, and complete parts stock, available right in New Orleans, owners and operators of MECO units have been able to completely remove water from the list of critical items requiring constant attention. Just think: transportation of water, which weighs more than all other supplies combined, can be eliminated at one stroke!

If you are planning an offshore operation, why not get in touch with us for full information and details.



Mechanical Equipment Co., Inc.

861 Carondelet St. New Orleans, La.

"Servicing the Oil Field Industry"

LOCKPORT SHIPYARD, INC.
Steel construction, repairs and conversions
Sand blasting and metallizing service
Phone 2554
2685

B & B TOWING COMPANY, INC.
Tugs—"Etiennette Bollinger," "Pappy Boyd," "Agnes Rielly," "Bud Bollinger," "Ralph Bollinger" and "George Bollinger"
Complete towing and barging service
Phone 2554 - 3137

B & B TUG AND BARGE CO., INC.
Complete barge and tug rental service
Phones: Office — 2554
Nights — 3137
— 3260

B & B MUD AND WAREHOUSE CORPORATION
Dealers in Milwhite Products
Complete warehouse and sales facilities at Lockport and Leeville, La.
Phones: Office — 2554
Nights — 3202
— 3206

BOLLINGER MACHINE SHOP AND SHIPYARD, INC.
Machine work, welding and general repairs
Modern boat ways
Phone: 2554
2555
2556

For your convenience —

ALL HANDLED from one OFFICE

LOCKPORT, LA.

Situated on Bayou La Fourche, La., in the heart of the Oil Field Industry

24-Hour Service

Tidelands Shutdown Threatened

A Supreme Court order will halt Louisiana drilling unless state, United States reach an agreement

SLIGHTLY more than a week after a surprise Supreme Court order threatened the Louisiana tidelands with a drilling shutdown, a means of preventing operational paralysis seemed in the offing.

On June 11, just prior to recessing until October 1, the Court enjoined federal and state governments from "leasing or beginning the drilling of new wells in the disputed tidelands area pending further order by the court, unless by agreement of the parties filed here."

The phrase, "unless by agreement of the parties filed here," is the principal hope for continued operations off Louisiana—where the disputed area is so broad and hazy that some operators have said they would probably shut down all offshore drilling rather than risk disobeying the injunction.

An agreement, if reached, would be filed in the form of "stipulations" with the Supreme Court.

An emergency measure giving the State Mineral Board and Attorney General Jack P. F. Gremillion power to work out an agreement with federal authorities was quickly introduced and passed by the Louisiana Legislature.

Department of Interior Solicitor J. Reuel Armstrong conferred 46 minutes with a group of New Orleans attorneys representing oil companies, then announced that Interior was "ready and willing" to attempt to reach an agreement.

He suggested that monetary yields from the oil be put in escrow, pending a boundary settlement.

Earlier, Attorney General Gremillion had said ,"The state, through the attorney general's office and the State Mineral Board, will do all in its power to set up machinery by which an agreement can be offered the federal government to allow oil companies to begin drilling new wells in the submerged areas in controversy."

Similarly, U.S. Attorney General Herbert Brownell had urged against cessation of leasing or drilling, saying it would "not only jeopardize the national interest in the development of adequate reserves, but would result in tremendous financial losses to lessees, many of whom originally obtained their leases from the State of Louisiana."

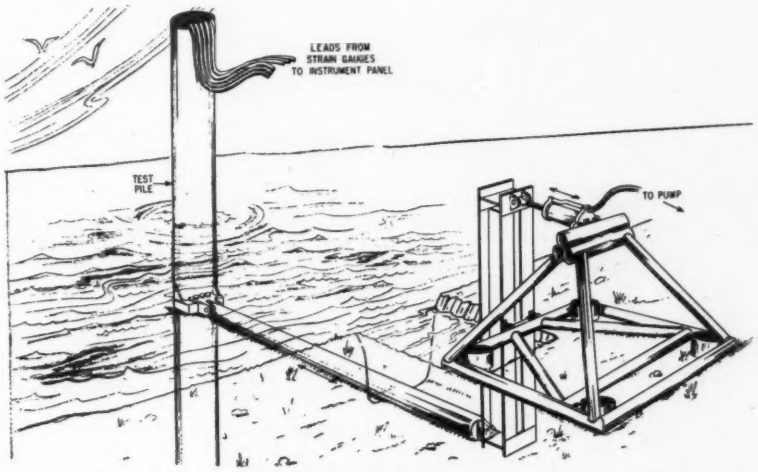
The Supreme Court decision was reached after the federal government asked the Court to overrule a state court order (issued in Lake Charles) which restrained federal officials from further leasing of submerged lands in disputed areas.

The state injunction, aimed at halting the May 15 federal lease sale, was set aside by the Supreme Court. But as a result of the Court's ruling, it is possible that no federal leasing will be done until December or January, according to Sidney M. Groom Jr., head of the Outer Continental Shelf Office of the Department of the Interior at New Orleans.

Other results of the Supreme Court order:

A) Oil company officials estimated that as many as 6,000 men might lose their jobs.

(continued on next page)



A test pile in Lake Austin, in Central Texas, was used in this set-up to determine information which will be useful in erecting offshore structures. The rocking action on the pile was only a matter of a few inches.

Not Exactly Offshore

Experiments made in the hill country of Texas will supply information vital to pile platforms

Tests conducted for Shell Oil Company in the hill country of central Texas may add vital data to the knowledge needed for drilling offshore.

Shell-sponsored research in Lake Austin, about five miles northwest of Austin, Texas, was aimed at determining the ability of offshore soils to resist lateral loads imposed by wave action against a pile. Gene Strohbeck, project engineer for Shell, said the tests "are the first we know of to determine the effect of 'dynamic' lateral pile loads."

Lateral forces on the Lake Austin test pile were applied by a walking beam in the same manner that a walking beam-type pump jack moves a sucker rod. Rocking action covered only a few inches.

Installed in the pile were 70 SR-4 electric resistance strain gauges, located in pairs at intervals along the pile.

The project began in September, 1955, and was conducted by Thompson Associates.

(continued from preceding page)

One contractor, worried about keeping his drilling crews intact, said, "We have spent years getting the best men possible for this offshore work, and if those guys are laid off and scatter from here to Canada it will do more damage than the blowout." (See story page 36)

B) Shipyards, small boat operators, and others serving the offshore industry were faced with a possible slump, as were drilling contractors with heavy investments.

C) The United States Geological Survey office at New Orleans issued instructions to local personnel that all drilling permits in any disputed area may be cancelled.

Placed in jeopardy were 34 leases (state or federal, or both) which had to be drilled on by December 15 to retain title. In all, leases on 136,770 acres could lapse.

If an agreement is not reached by federal and state authorities, drilling off Louisiana may come to a gradual halt as holes now being drilled are completed.

Only a few fields—some of them very active, however—are outside of the disputed acreage. Production falling apparently seaward of the twilight zone is in the West Cameron Block 192, Eugene Island Block 184, Ship Shoal Block 154, and Eugene Island Block 129-A fields. The last field is close to the zone.

More important are the fields which lie principally inshore from the disputed acreage. They include the Main Pass Block 69, South Pass Block 24, West Delta Block 53, and Bay Marchand Block 2 fields, all of which have high productivity.

Alabama

Two August Lease Sales Will Offer 337,324 Acres

Two Alabama Department of Conservation lease sales early in August offer a total of 337,324 submerged acres under state-claimed waters.

On August 1, at the Director of Conservation's office in Montgomery, bids will be opened on tracts 1-12 in the Alabama Delta Region, north of the Mobile Bay Causeway. The Delta tracts range from 687 to 5,109 acres, and total 25,056 acres.

An August 3 opening at the same place is to cover 312,268 acres in Mobile Bay, the Mississippi Sound, and the Gulf of Mexico to nine marine miles from the shoreline.

Thirty-four tracts in Mobile Bay and the Mississippi Sound aggregate 128,537 acres. The remaining 183,731 acres are in the Gulf of Mexico.

For lease August 3 are:

Tract No.	Acreage	Tract No.	Acreage
UPPER MOBILE BAY AREA			
1	2,105	5	4,645
3	486	7	2,709
4*	1,482	11	3,307
LOWER MOBILE BAY AREA			
21	1,407	61	5,153
27	5,165	63	5,165
29	5,165	65	5,165
37	5,165	67	5,118
39	5,165	75	3,481
41	2,310	77	5,165
49	5,165	79	4,415
51	5,165	81	4,583
MISSISSIPPI SOUND AREA			
31	1,370	57	5 165
33	1,924	59	4,720
35	31	60	4,546
43	2,429	69	2,223
45	5,162	71	5,165
47	3,655	73	5,162
55	2,372		
NORTHWEST GULF AREA			
87	2,005	129	5,165
89	4,636	131	5,165
91	4,991	145	5,165
93	4,823	147	4,431
107	5,165	149	3,017
109	5,165	151	5,080
111	5,165	151-A	85
113	5,103	163	1,108
125	2,030	165	380
127	5,165	169-A	1,183
NORTH CENTRAL GULF AREA			
95	4,322	137	5,165
97	3,406	153	5,165
99	2,771	155	5,165
115	5,165	157	4,978
117	5,165	171	1,034
119	5,165	171-B	189
133	5,165	173	302
135	5,165	175	508
NORTHEAST GULF AREA			
83	149	123	5,165
85	2,485	139	5,165
101	4,387	141	5,165
103	5,165	143	4,670
105	4,932	159	3,385
121	5,165	161	968

*Tract No. 4 subject to certain avigation restrictions covering Brookley Field glide path and possible extension of said field and runways into bay.

Planes, Inc.

De Luxe

AIR CHARTER SERVICE

accepted by businessmen — Executives from many kinds of business and industry now use and recommend our air charter service.

large and small planes available — Enjoy all the advantages of having a fleet of planes, without the investment or problems of ownership.

attractive lease plan — You may be interested in leasing a plane for your exclusive use. For information on charter or lease, please call

Planes, Inc.

JA 4-4263 • OL 4-6573

South Boundary, Houston Int'l Airport

California

Three More Units To Join West Coast Coring Fleet

The West Coast core drilling fleet is growing by leaps and barges. With five barges now drilling in California waters, two more and a mobile drilling unit are scheduled to go into use in the next few months.

Stone & Webster and Macco Corporation are building a barge for the Continental-Union-Shell-Superior (CUSS) group, and General Petroleum Corporation is soon to get a 176-foot landing craft converted for midship drilling.

A mobile unit for 90 feet of water was expected to go to work for Monterey Oil Company, Humble Oil & Refining Company, and Seaboard Oil Company early in July.

Already drilling are two barges operating for Richfield Oil Corporation, and one each for Standard Oil Company of California and the CUSS group.

Navy Abandons Drilling Plans for San Nicolas

Navy plans to drill for oil on San Nicolas Island off California have been cancelled—at least for the fiscal year beginning July 1.

Voted down by the House Interior Committee on a request for $529,000 to explore the island, the Department of the Navy declined to ask the Senate Appropriations Subcommittee to provide the money.

The San Nicolas project would have involved both a core hole and a wildcat. San Nicolas is one of several islands off the California coast which have large continental shelves.

The Navy would have asked the President to set the island aside as a petroleum reserve, if a field of 100,000 barrels or more had been found. Otherwise, the island would have been left to private industry to develop.

Standard of California Will Be Active Bidder

Standard Oil Company of California will be an active bidder for California offshore leases when the sale takes place sometime in the future, according to company president T. S. Petersen.

Petersen also said two subsidiaries of California Standard are now producing 40 percent (38,400 barrels) of all offshore production in the Gulf of Mexico. The company has leased, thus far, 200,000 acres in the Gulf at a cost of $55 million in bonus payments.

Over $350 million in capital outlay will be spent by California Standard in 1956, exclusive of all bonus money for offshore leases, and exploration and development of such leases, Petersen said. This is up from $347 million spent last year.

Core, Geophysical Data Must Be Shown to State

Under a State Lands Commission ruling, offshore operators conducting geological and geophysical work off California will have to make their logs and records available to the state.

A special geological survey permit form approved by the commission, and covering only unleased tracts, requires disclosure of geophysical results as well as core drilling information for holes deeper than 500 feet.

The state will also make companies pay for a full-time state inspector for core holes below 500 feet, and limit core drilling below that depth to locating the first stratigraphic bed under the ocean floor.

Operators had fought commission suggestions for disclosure of information, on the grounds the results were gathered at considerable expense and should remain confidential.

The state wants the data to determine if tracts for lease are on known producing structures—which would affect royalty rates.

Collins Construction Company equipment just prior to pulling a 24-inch pipeline across the Mississippi River in just one day. This aerial photo at the crossing, north of Empire, La., shows the main pipe launching unit with its extended pontoon section supporting the pipe prior to launching. Welders on the small barge have just finished attaching the special pulling head to the pipe section. The project is part of Tennessee Gas Transmission Company's new Muskrat line in South Louisiana.

Louisiana

Crude Allowables Studied

With production outrunning demand, state officials are seeking a fairer allocation

Louisiana, plagued by production outrunning demand, is studying revision of the state formula for setting crude allowables.

John B. Hussey, commissioner of the Louisiana Department of Conservation, said that a proposed fairer method of allocation would probably involve reserves, acreage, and producing depth differentials.

A formula proposed by Magnolia Petroleum Company is based on well costs, giving an edge to high-priced offshore wells. The Magnolia plan is to set a basic allowable of one barrel daily per $1,000 expenditure in drilling and completing the well. Production could be trimmed by 25 percent to balance demand.

(continued on next page)

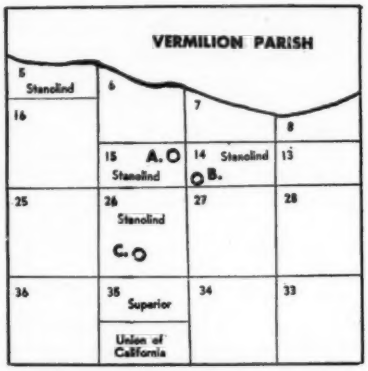
(continued from preceding page)

The Magnolia plan would, according to the company's cost studies, reduce allowable for offshore wells above 3,000 feet, but raise the production allowable for wells completed below that depth.

On shore, the formula raises allowables for tests below 10,000 feet, cuts production for most wells above that depth.

An alternate plan, presented by Humble Oil & Refining Company, calls for determining recoverable reserves, then multiplying by a depth factor and a market demand factor. With the pool allowable set, wells would be assigned production rates on the basis of acreage. There would also be a differential between onshore and offshore wells.

The Texas Company has suggested reduced differentials between onshore and offshore wells; but Phillips Petroleum Company, Shell Oil Company, and The California Company all favor continuation of extra allowables for offshore wells.



Fire raged out of control at a Union Oil Company of California wildcat in Block 26 of the Vermilion Area late in June. The Union Oil well is at "C", and drilling north of it are two Stanolind Oil & Gas Company wells: "A" is the No. 1 State Lease 862, and "B" is the No. 1 State Lease 861.

Vermilion Parish Wildcat Blows Out, Destroys Rig

After striking a high-pressure gas sand at 11,435 feet on June 7, a wildcat well more than seven miles from production, and six miles off Vermilion Parish, blew out of control.

The well was the Union Oil Company of California No. A-1 OCS 0297, in Block 26 of the Vermilion Area. Fire did not break out immediately, but when distillate began to blow the well was ignited.

Two Navy planes, using AV gas bombs and strafing with incendiary shells, set the flow afire.

Late in June, it still raged out of control. Gas, distillate, and salt water spewing from the well were digging out from around the platform piling.

Direct losses totalled more than $1 million. To this will be added the cost of drilling a directional hole in an attempt to kill the well.

All crewmen were removed to safety. The tender, **Stanolind 50**, escaped damage. Contractor and owner of the abandoned rig is Loffland Brothers. The platform belonged to Union Oil.

Flow was thought to be coming from a rupture in two strings of casing—besides surface pipe, 9⅝-inch had been run to 10,500 feet.

The test is on a lease held by Union Oil and Stanolind Oil & Gas Company, but Union has sole responsibility for drilling the first well.

The No. 2-A had already been started, and was shut down at 10,000 feet while the rig was deepening No. A-1.

Oilfield Hauling . . . at Sea

The 120-ft. FLOOD TIDE, left, is one of five big supply vessels serving the offshore industry.

The finest equipment

The service of experts

EBB TIDE
FLOOD TIDE
HIGH TIDE
GULF TIDE
RIP TIDE

When drilling a well at sea, an oil company depends on the service of experts . . . for just the right drilling mud, for well-logging, for directional engineering. Offshore transportation is equally important to a drilling operation at sea, remote from shore-based services and supplies. That's why so many operators call first for Tidewater Marine.

Round-the-clock service is assured by Tidewater's experienced personnel, and by the finest fleet of supply vessels in the Gulf. These include the 120-ft. EBB TIDE, 130-ft. HIGH TIDE, 130-ft. GULF TIDE, 120-ft. FLOOD TIDE and 120-ft. RIP TIDE . . . boats big enough, and tough enough, to go out and stay out in any kind of weather.

Whatever your boat needs, write, wire or call—

TIDEWATER MARINE SERVICE INC.

211 Warwick Bldg. Phone RA-9069 New Orleans, La.

Nearest production is in the Pecan Island field, due north of the blowout and on shore. Two Stanolind wells are underway about three miles northeast of the Union Oil well.

Both are wildcats.

Long Names W. G. Helis Head of Mineral Board

Gov. Earl Long has appointed William G. Helis Jr., of New Orleans, chairman of the Louisiana State Mineral Board. This makes ten members selected to the twelve-man board.

Others include O. G. Gordon Collins of Shreveport (vice-chairman); Mayo M. Iles of Clarke; Winston L. Stokes of Lafayette; Drayton Boucher of Springhill; Albert Guilbeau of Lafayette.

Also A. B. Harris, Ruston; W. J. Harang Jr., Thibodaux; Sam Mancuso, Lake Charles; and Dr. M. O. Miller, New Orleans.

In addition, C. J. Bonnecarrere was named secretary and P. B. Habans, New Orleans, as special legal counsel.

Because there was no meeting in May, June 14-15 were set aside for handling docket material. The next lease sale of state owned lands is set for July 19.

Pakistan

Royal Dutch Shell Leases Acreage in Bay of Bengal

Offshore acreage in Pakistan's Bay of Bengal is part of a 10,000-square-mile lease obtained by Pakistan Shell Oil Company, Ltd., a newly organized operating company owned 75 percent by Royal Dutch Shell.

The leases are:

In the east central portion of West Pakistan, just east of the prolific Sui gas field.

In East Pakistan, where almost all the acreage is offshore in the Bay of Bengal.

Pakistan capital will own 25 percent of Pakistan Shell.

Preliminary work is scheduled almost immediately by Shell, which hopes to be ready for its first deep test some time in 1957.

Texas

"Sea Raft" Breakwater Would Calm the Waters

A breakwater designed to calm seas around offshore units in 10 to 40 feet of water has been developed by A. L. Smith, president of Petroleum Instrument Company.

The "Sea Raft", as it is called, would be a 220' x 100' framework of 30-inch pipe spaced 4 to 5 feet apart and crossbraced. After being floated to location, one side of the raft is lowered by flooding—thus angling the structure into the waves. It is then secured to the ocean floor by 10-foot probes placed along the edge at 20-foot intervals.

Steel plate would cover the framework above the surface, making a wall 40' x 220' which would extend above the water some 8 to 12 feet. Elevation and lowering are done by pumping water out of or into the 30-inch pipe. Refloating can be accomplished within three hours.

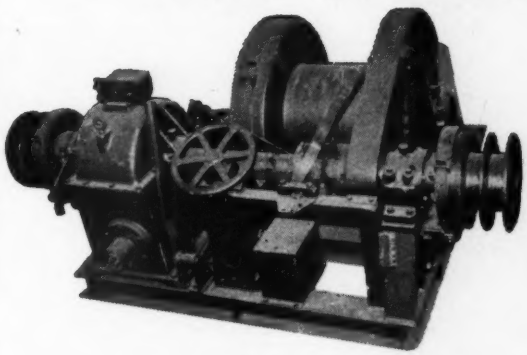
Washington, D.C.

Senate Confirms Seaton As Secretary of Interior

Confirmation of Fred A. Seaton as Secretary of the Interior was made by the Senate in June. The Senate Interior committee had given unanimous approval of Seaton earlier after he gave his views on certain Interior policies which had been under fire.

Seaton, a Nebraska newspaper publisher, had served in the Senate and also had been a member of Eisenhower's White House staff.

NEW-UNUSED



Power Operated Winches

Shipping Weight 13,500 lbs.

WINCH - Drum, Power Operated, Bayard Rope Windlass, 5 Drums, Single speed gearing. Drum duty rated capacity 15,000 lbs. at 25 feet Per Minute. Will produce over 20,000 lbs. Auxiliary drums 2,500 lbs. each at 48 Feet Per Minute. One drum 20" diameter, 39" Flange diameter, 19" Drum length. Four Drums 9" Diameter, 16" Flange Diameter, 3' Drum length. Equipped with Level Winding Device, Constant Winding Device and Constant Tensioning Unit. Mounted on common base and coupled to with flexible coupling:

ENGINE - Chrysler Industrial Model No. T-118. Completely enclosed, self starting, built in fuel tank, Power take-off, complete instrument panel. 6 cylinder, 66 HP at 2000 RPM. Mfd. by: Besser Mfg. Co. and Parkersburg Rig & Reel Co.

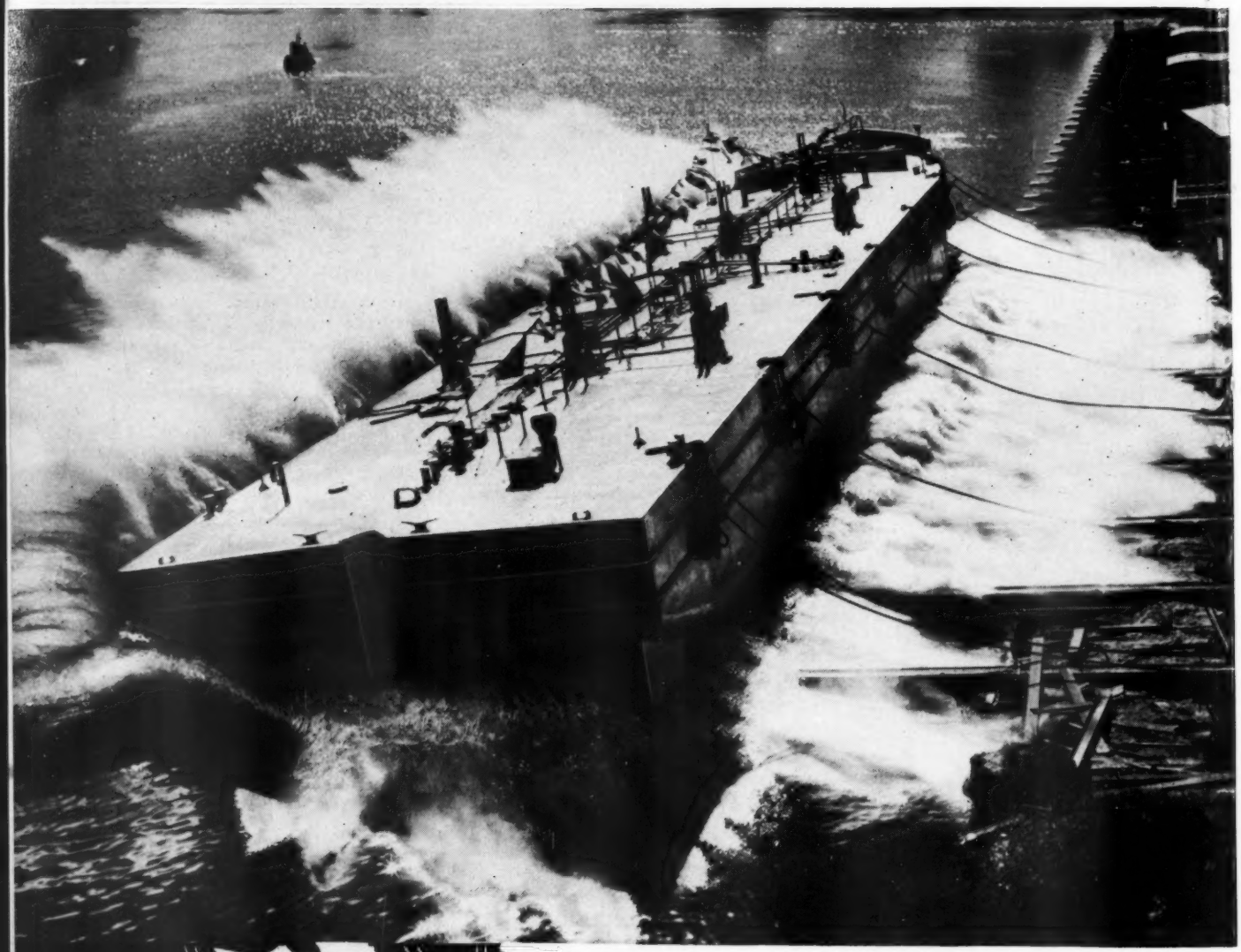
COMPLETE UNIT F.O.B. Houston, Texas $1775.00

Over 100 steam, electric and engine driven winches in stock

Brazos Engineering Co., Inc.

P. O. Box 9114

Phone WAlnut 6-7475 Houston, Texas 5907 Navigation



WHEN WILL THIS DIMETCOTED BARGE NEED REPAINTING?

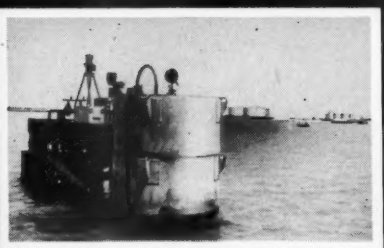
Frankly, we don't know... but Dimetcoted structures in similar exposures *are still fully protected after more than 5 years of service.* Dimetcote is the only protective coating which safeguards steel from marine corrosion for so many years! Yet, only one coat is required.

DIMETCOTE HAS REVOLUTIONIZED CORROSION CONTROL IN THE GULF

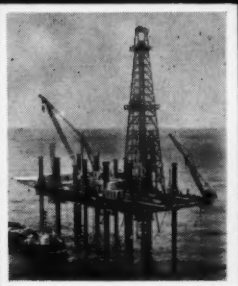
ONLY ONE COAT OF THIS 100% INORGANIC ZINC COATING "COLD GALVANIZES" STEEL TO PROVIDE MAXIMUM PROTECTION AT MINIMUM COST!

Millions of square feet of steel in offshore locations have been coated with Dimetcote since this remarkable coating was introduced in this country 5 years ago. Yet, not one properly Dimetcoted structure has shown any appreciable sign of deterioration in this time. That's a record for offshore locations! (In Australia, where Dimetcote was developed, there are structures which were coated in 1942, and are in excellent condition today, without having required any repainting for 14 years!)

DIMETCOTE IS UNIQUE! It is not a paint, yet is easily applied with conventional spray equipment. Because it bonds chemically as well as physically to the surface, it is almost impossible to find the interface between Dimetcote and the steel. Dimetcote shows no visible change after many years exposure to the most severe weather conditions—sun, heat, fresh and salt water. Unlike coatings of pure zinc, exposure to salt water actually improves its resistance. Dimetcote is insoluble in all solvents and petroleum products. It is highly abrasion resistant, but if abraded through to bare steel, the coating will cathodically inhibit corrosion. Remember, ***only one coat*** is required for years of economical protection. Dimetcote may solve your marine corrosion problem. We will be pleased to send you a product bulletin describing this protective coating, on request.

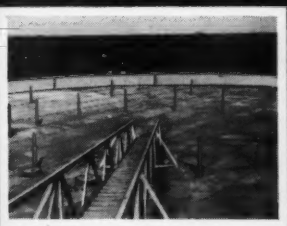


This protective well-head caisson is typical of many offshore structures which have been protected by a single coat of Dimetcote for more than five years without requiring repainting.



During construction, "Mr. Gus," the famous mobile drilling platform, was coated with Dimetcote. Selection of Dimetcote for this multi-million dollar structure indicates its great value for offshore locations.

Dimetcote is highly recommended for use on: barges, off-shore drilling and production platforms, service boats, christmas trees, caissons, buoys, LTX separation units, floating roof tanks, water tanks, ship decks and stacks—any place where atmospheric or salt water corrosion is a problem.



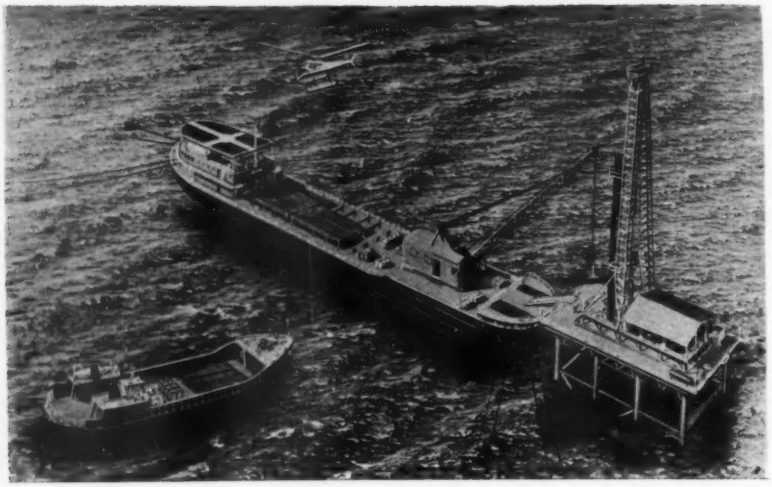
This floating roof tank was coated with Dimetcote 4 years ago to provide protection from atmospheric corrosion. Despite the severe abrasion the coating is still in excellent condition.

Follow the line of **most** resistance:

Amercoat CORPORATION

Dept. "FG", 4809 Firestone Blvd.
South Gate, California.

Evanston, Ill. Kenilworth, N. J.
Jacksonville, Fla. Houston, Tex.



An artist's concept of the offshore package being offered by New York Shipbuilding Corporation and Dresser Industries. Shown are tender, rig, and cargo vessel. The tender is self-propelled.

An offshore package . . .

Tender, Rig, Supply Boat Offered

New York Shipbuilding Corporation, second largest ship builder in U.S., teams with Dresser to offer combination

NEW YORK Shipbuilding Corporation, second largest U.S. marine construction company, recently joined with Dresser Industries to offer the first "packaged" drill tender, drilling rig, and cargo vessel for offshore drilling.

Coastal-Marine Drilling and Construction Corporation will get the first such unit. Announcement of the new offshore "package" and of the formation of Coastal-Marine was made at the same time.

Named directors and officers of the new company were: Howard S. Cole, president; I. W. Alcorn, vice president and general manager; D. G. Hawthorn, vice president; H. Q. Buck, secretary; H. C. Roberson, treasurer; J. N. Donhaiser, assistant manager (technical); and T. Barnett, assistant manager (operations). Other directors are D. C. Bintliff, J. M. Jones and H. J. Mosser.

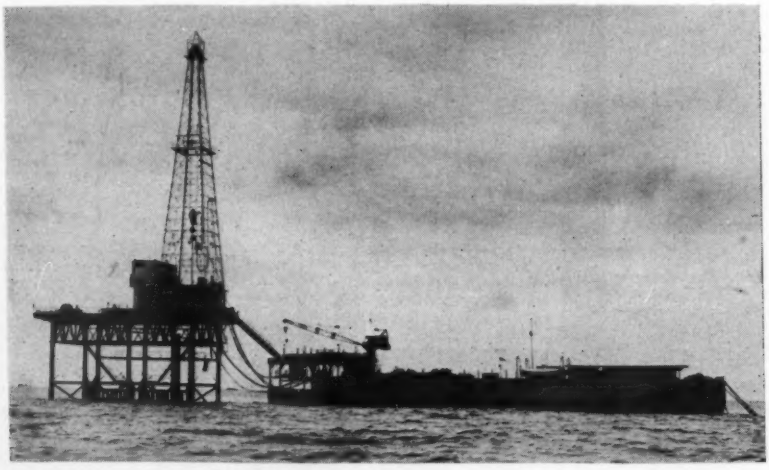
Each 2,500-ton, all-welded, steel tender will be self-propelled by two 600 hp GE motors powering twin screws. The 3150 hp diesel-electric power system (used for both drilling and propulsion) will be D-397 "cats" with five DC and two AC GE generators. Each tender will be 272' long with a beam of 56', have air-conditioned quarters for 57 men, a helicopter deck atop the bridge deck, and be fitted with 60-ton, full revolving, 130-foot boom cranes.

Being self-propelled will contribute to lower insurance rates for the tender.

The 297-ton cargo vessel, 132' long with a loaded capacity of 605 tons, will be capable of carrying 10,000 feet of 9⅝" casing and can haul 3,300 barrels of water. A flush passage-way from bow to stern along the deck permits use of a crawler crane aboard ship.

The drilling rig will have standard, heavy-duty Ideco items that can drill in excess of the present record of 23,000 feet. Dresser will supply all drilling equipment.

The entire package unit will cost in excess of $3.5 million. Construction of the first unit began late in June at New York Ship's yard in Camden, New Jersey. Completion is scheduled for early in 1957.



First diesel electric tender, Kermac III, on location in Block 18 of the Grand Isle Area for the CATC group. Commissioned recently, the tender mounts Rig 48, and belongs to Kerr-McGee Oil Industries, Inc. **Kermac III** was built by Equitable Equipment Company of Madisonville, Louisiana, and is similar to **Kermac I** and **II** in hull design. It measures 250' x 50' feet.

New Firm Orders Tender

Climax Molybdenum, Anderson-Prichard et al organize Deepwater Exploration Company

Gibbs Corporation of Jacksonville, Florida, is converting an ex-LST for use as a drilling tender by Deepwater Exploration Company, newly organized offshore drilling contracting firm.

Deepwater Exploration is jointly owned by Climax Molybdenum Company of New York, N. Y., Anderson-Prichard Oil Corporation of Oklahoma City, Okla., B. V. Bock of Wichita, Kansas, and J. H. Hester.

Bock will serve as president and chief executive of the new company, which will have headquarters at the Texas National Bank Building, Houston.

Other officers of the new company are Hester, vice president and general manager of drilling operations; J. Taylor, who will supervise the tender; and R. J. Loeffler, exploration manager.

Taylor was formerly assistant manager of Gulf Coast drilling for Superior Oil Company, and Loeffler was with Creole Petroleum Corporation.

Equipment . . . Deepwater Exploration's tender was the MV **Excello**, previously used in coastal service. It is 50′ in beam, 327′ 9″ long, and draws 12 feet of water.

Drilling equipment on the tender is to include a National 130E rig capable of drilling to 15,000 feet, two National G 1,000 hp mud pumps, and one National C-350 pump.

Quarters will house 46 men.

First operations for the tender are scheduled to start in mid-July in a Stanolind Oil & Gas Company lease in the northeast quarter of Block 39, East Cameron Area. The test is near the disputed west half of the same block, leased by Anderson-Prichard Oil Corporation in the April 18 Louisiana state mineral sale for $50,900. It was also scheduled to be offered by the Department of the Interior in the postponed May 15 sale.

Whitlow Named Coordinator Of Steel for Delta Tank

Archie D. Whitlow, steel industry veteran, is now steel coordinator for Delta Tank Manufacturing Company, Inc., of Baton Rouge, Louisiana.

Whitlow was formerly steel coordinator and traffic manager for Avondale Marine Ways, Inc., both of New Orleans. Earlier he was in sales work with U.S. Steel Corp. in Chicago and U.S. Steel TC&I in Birmingham, Alabama, and New Orleans.

Delta operates plants in Macon, Georgia, and Beardstown, Illinois, in addition to Baton Rouge.

New Orleans District Office Opened by Argo Oil Company

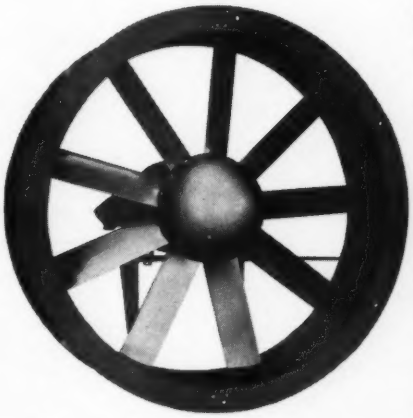
Argo Oil Company, headquartered in Denver, Colorado, opened a New Orleans district office early in June. Buel Humphreys is in charge of the land department at the office, with Owen C. Brown, Jr. as district geologist. Location is in the Maison Blanche Building downtown.

Reed

SPECIALIZED AIR MOVING EQUIPMENT

for the Marine and Offshore Drilling Industry

REED axial flow and tubiaxial pressure fans are ideally suited for a multitude of air-moving applications in the marine and offshore drilling industries.



The know-how of REED Engineers, coupled with the unique versatility of product, makes possible custom-designed air moving equipment to fit specific requirements.

Among many applications, Reed Industrial Fans installed in the engine rooms of work boats greatly reduces temperatures, encouraging proper maintenance. Engine performance is also increased by eliminating combustion - air starvation and maintaining positive pressure.

Reed Specialized Marine Fans At Work

Engine room temperatures are kept at a minimum on the offshore crew boat "OIL SERVICE", built by the Calcasieu Shipbuilding Corporation, and owned by SEA SERVICE, INC.

For assistance with your air-moving problems contact:

Application Engineering Department
REED UNIT-FANS, INC.,
1001 St. Charles Avenue, CAnal 2703, New Orleans 8, La.

ATTENTION OFFSHORE OPERATORS!

Do you have a problem in marine—offshore—supply? We cover the waterfront (and other fronts).

Write for our easy, complete check list of products we distribute.

We are agents and distributors for:

Annin & Co.—Flags

Atlantic-Pacific Mfg. Co.—Life Preservers — Balsa Life Floats

Beebe Bros.—Winches — Hand Hoists

Beryllium Corporation—Non-Spark Safety Tools

Cannon Mills Company—Sheets, Pillow Cases, and Towels

Carlisle & Finch Co.—Searchlights

Chelsea Clocks Co.—Marine Clocks

The Dampney Company of America—Apexior

Danforth Company—Anchors

Garlock Packing Co.—Marine Packing

H. S. Getty & Co.—Marine Hardware

Gross Mechanical Laboratories—Hand and Electric Toilets

International Paint Company—Heavy Duty, Interlux Yacht Paint

Kahlenberg Bros.—Marine Air Horns

Kilgore, Inc.—Life Boat Equipment—Signal Flares

Lucian Q. Moffitt, Inc.—Goodrich Rubber Cutless Bearings

W. W. Patterson Company—Steamboat Ratchets

Perkins Marine Lamp & Hardware Co.—Marine Lamps and Hardware

Portable Light Company—Searchlights

Russell-Stoll Company—Marine Electrical Fittings

St. Louis Cordage Mills—American Brand Manila Rope

Steber Manufacturing Co.—Cargo Lights

United States Rubber Company—Mechanical Rubber Goods

Walworth Co.—Valves, Pipe Fittings

Elisha Webb & Son Company—Webb Perfection Oil Ranges

Wilcox Crittenden Company—Marine Hardware

. . . and many others (both marine and industrial).

TEXAS MARINE & INDUSTRIAL SUPPLY COMPANY

Wholesale Marine and Industrial Supplies

8106 Harrisburg Blvd. — Houston, Texas

In Houston Call WA 6-1771

In Galveston Call 5-8311

Mobile Units And Tenders Gulf Coast Area

Mobile Rigs

OWNER	Name	Water Depth	Present Status
Kerr-McGee Oil Ind., Inc. 13′ x 54′ x 160′, with two 13′ x 14′ x 110′ pontoons	Rig 40	To 20′	Drilling in Block 84 West Delta Area for CATC
Kerr-McGee Oil Ind., Inc. Hayward-Wolff Design, 13½′ x 72′ x 140′ with two 13½′ x 13½′ x 140′ pontoons	Rig 44	To 40′	Block 66, Vermilion Area, for Pure
Kerr-McGee Oil Ind., Inc. 142′ x 69′ x 13′ 6″, with two 10′ x 11′ x 146′ pontoons	Rig 45		Drilling in Block 33 West Cameron for Phillips and Kerr-McGee
Ocean Drilling & Exploration Company Hayward-Laborde design, 132′ x 220′ x 58′	"Mr. Charlie"	40′	Drilling for Shell, Block 27, South Pass Area
Ocean Drilling & Exploration Company Hayward-Laborde design, 120′ x 180′ x 49′	"John Hayward"	22′	Drilling for British-American, Block 3, West Cameron Area.
The Offshore Company DeLong design, 81½′ x 70′ x 203′ with 12 6′ dia. caissons	Mobile Unit No. 51		Leased to Humble, at Grand Isle
The Offshore Company DeLong design, 131½ x 117′ x 220′, with 14 6′ dia. caissons	Mobile Unit No. 52		Drilling for J. Ray McDermott & Co., Inc.
The Offshore Company John Hayward design, 12′ x 74′ x 200′, with four 6′ dia. caissons and four DeLong jacks	Mobile Unit No. 53		Drilling for Humble Oil & Refining Co.
The Offshore Company DeLong design, 200′ x 104′ x 15′ with eight 12′ dia. towers	Mobile Unit No. 54	To 100′	Drilling for Shell, Block 188, Eugene Island
American Tidelands, Inc. Alexander Shipyard design, 12′ x 74′ x 200′ with four pontoons	"101"		Drilling in Block 20, South Pass Area, for Humble
C. G. Glasscock Drilling Co. Bethlehem design, 15′ x 80′ x 225′	"Mr. Gus"		In Bethlehem Shipyard being repaired for Shell test, Block A-104 High Island
C. G. Glasscock Drilling Co. Bethlehem design, deck 258′ x 104′, pad 200′ x 180′ with four 10′ dia. columns	Unamed Rig 12	To 125′	Being built by Bethlehem at Beaumont
Southeastern Drilling Co. Friede & Goldman design, 11′ x 90′ x 156′ with four pontoons	Rig 22, Barge 8		Under construction at Avondale Marine Ways, Inc. of New Orleans, completion expected in June.
Zapata Off-Shore Company LeTourneau design, 20′ x 80′ x 140′, with three triangular legs	"Scorpion"	43′	Drilling for Standard of Texas, Block 932 Mustang Island Area
The California Company 11′ x 90′ x 156′ with four 3′ x 10′ x 35′ pontoons	S-44		South Pass, The Offshore Co., contractor
The California Company 11′ x 90′ x 156′, with four 3′ x 10′ x 35′ pontoons	S-45		Being constructed
The California Company 12′ x 90′ x 190′, with four 4′ x 24′ x 50′ pontoons	S-55		Main Pass Area, Noble Drilling Co., contractor
Penrod Drilling Company California Company design, 150′ x 190′	Unnamed	To 70′	Being built by Bethlehem Shipyard, Beaumont
Delta Offshore Drilling Co. Friede & Goldman design, 156′ x 90′	Unnamed	To 25′	To be built by Avondale Marine Ways, New Orleans
Coral Drilling Company Friede & Goldman design, 180′ x 151′ x 82′ with four pontoons	"Mr. Arthur"	To 67′	To be built by Alabama Dry Dock, Mobile, by the end of 1956
Kerr-McGee Oil Ind., Inc. Design not reported	Rig 46	To 70′	Being built by Ingalls Shipbuilding, Pascagoula, Miss.
Kerr-McGee Oil Ind., Inc. Design not reported	Rig 47	To 70′	Being built by American Bridge, Orange, Texas
John W. Mecom Floating drydock, 220′ x 78′ x 48′	"Ed. Malloy"		Block 45, West Cameron Area
Placid Oil Co. Twin submersible hulls, each 72′ x 178′	Unnamed	To 100′	Being built by Levingston at Orange
The Offshore Company DeLong design, 200′ x 104′ x 15′ with eight 12′ dia. towers	Mobile Unit No. 55	To 100′	Being built by American Bridge, USS, Orange, Tex.
Penrod Drilling Company Penrod design 185′ x 50′	Unannounced	To 19′	Completed June 15, in Montague area near Houma
Penrod Drilling Company Penrod design 185′ x 50′	Unannounced	To 19′	Completed June 15

Ocean Drilling & Exploration Company ODECO design 200′ x 300′ x 93′	"Margaret"	To 65′	Under construction at Alabama Drydock Co., Mobile, to be delivered October, 1956
Ocean Drilling & Exploration Company 120′ x 180′ x 50′	"St. Louis"	To 30′	Under construction at Alexander Shipyard, New Orleans. To be delivered July, 1956
Louisiana Offshore Drilling Company Friede & Goldman design, 180′ x 151′ x 12′	Not announced	To 65′	To be built by Ingalls
Trahan Exploration, Inc. Friede & Goldman design, 66′ x 136′ x 180′	"Mr. Bob"	To 50′	To be built by American Bridge, Orange, Texas
Delta Marine Drilling Co. Hayward-type submersible	Not announced	To 30′	Being built by Alexander Shipyard, Inc., at New Orleans
Magnolia Petroleum Co. (Drill barge on piling)	Rig 52	24′	Block 46, Main Pass Area

Drilling Tenders

OWNER	Name	Water Depth	Present Status
CATC			
Continental Oil Company	"J. C. Craig"	50′	Block 45, B-1, West Delta area
Atlantic Refining Company			
Tidewater Oil Company			
Cities Service Production Company New tender, 260′ x 54′			
Same Companies as above New tender, 260′ x 54′	"Carle Sharp"	72′	Block 60, Well A-1, West Delta
Same Companies as above New tender, 260′ x 54′	"Ernie Miller"	50′	West Delta, Block 30, Well A-3
Same Companies as above New tender, 260′ x 54′	"Jack Cleverley"		Block 48, West Delta, Well A-1
Same Companies as above New tender, 260′ x 54′	Unnamed		To be built by Levingston Shipbuilding Co., Orange, by July, 1956
The California Company Converted LST, 328′ x 50′	S-21	85′	East Cameron Area, Noble Drilling Co.
The California Company Converted LST, 328′ x 50′	S-22	40′	West Delta, Louisiana. Loffland Bros. rig
The California Company Converted LST, 328′ x 50′	S-23	36′	Bay Marchand, Louisiana, Noble Drilling Co.
The California Company LST, 328′ x 50′	S-24	50′	West Delta, Louisiana, Noble Drilling Co.
The California Company LST, 328′ x 50′	S-25	25′	Main Pass, Louisiana, Loffland Bros. rig
The California Company LST, 328′ x 50′	S-26	38′	West Delta, Louisiana, Loffland Bros. rig
Gulf Oil Corporation Converted LST, 328′ x 50′	"Eagle"	103′	Block 128, South Timbalier Area
Gulf Oil Corporation New tender, 272′ x 60′	"Pelican"	45′	Block 130 Ship Shoal Area
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-1	57′	South Pass
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-2	60-65′	South Timbalier
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-3	35-45′	Camanada Pass
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-4		Drydocked at Todd
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-5	40-50′	Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-6	40-50′	Pelican Island
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-7	40-50′	Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328′ x 50′	ST-8	35-45′	Pelican Island
Kerr-McGee Oil Ind., Inc. Converted YF, 260′ x 48′	"Kermac I" Rig 16		Drilling for Standard of Texas at Aransas Pass
Kerr-McGee Oil Ind., Inc. New tender, 250′ x 50′	"Kermac II" Rig 43		Drilling at Pure's Block 42, Vermilion Area
Kerr-McGee Oil Ind., Inc New tender, 250′ x 50′	"Kermac III"		Drilling for CATC, Grand Isle Area
Kerr-McGee Oil Ind., Inc. Converted YF, 260′ x 48′	"Frank Phillips" Rig 39		Drilling in Block 253, Galveston Area, for Humble
Phillips Petroleum Company Converted YF, 260′ x 48′	"K. S. Adams" Rig 40	27′	Bay Marchand, Block 4
MCN GROUP: **Magnolia Petroleum Co.** **Continental Oil Co.** **Newmont Oil Co.** Converted YF	MDT-1	23′	Block 89, Eugene Island Block 110 Field, Well K-1
MCN Group Converted YF	MDT-2	40′	Well C-1 Ship Shoal, Block 113 Field, Block 112
MCN Group Converted YF	MDT-3	35′	Block 93, Ship Shoal Block 113 Field, Well B-3
MCN Group Converted YF	MDT-4	54′	Block 117, Ship Shoal, Block 113 Field, Well D-1
MCN Group Converted YF	MDT-5	25′	Well E-3, Block 71, Ship Shoal Block 72 Field
MCN Group Converted YF	MDT-6	25′	Block 107, Ship Shoal area, Wildcat, Well B-1
MCN Group Converted YF	MDT-7	19′	Block 55, Ship Shoal area, Well A-1, wildcat
Pure Oil Company Converted LST, 328′ x 50′	"R. W. McIlvain"	40′	Block 39 Field, D-1, Vermilion Area

Have you received . . .

The *Recent* PRS Literature entitled Surface Coatings For Offshore Structures ?

This literature contains PRS' most advanced information concerning products and specifications for this highly specialized industry. Our product has been designed for YOUR personal needs . . . **yet you pay no engineering costs.**

A letter or card from you will bring this literature by return mail

PRS
Engineered
COATINGS
Manufactured by
PRODUCTS-RESEARCH-SERVICE, INC.
Baile Chasse, Louisiana

Telephones:
FOrest 6-3538
Nights, Sundays & Holidays
Call EVergreen 2426

HUTCHISON MANUFACTURING CO.
6609 AVENUE U, HOUSTON 11, TEXAS

ALWAYS IN OPERATION WHEN PUMPS ARE RUNNING

Zapata Off-Shore Company Converted YF, 260′ x 48′	"Nola No. 1"	Drilling for CATC, Block 83, East Cameron Area
Llano Drilling Company New tender, 260′ x 54′	"Clayton G. Dorn" 20′	Block 42, Eugene Island, for Forest Oil Corp.
Union Oil Co. of California Converted LST, 328′ x 50′ Chartered from Stanolind	"Stanolind 50"	Block 26, Vermilion Area, Loffland Bros., contractor
Reading & Bates Offshore Drilling Company	"J. W. Bates"	Being built by Levingston, expected in July, 1956
Reading & Bates Offshore Drilling Company	"George M. Reading"	Being built by Levingston, expected in October
The Murmanill Corp. Converted tanker, 306′ x 48′	"Murmanill I"	Leased to Dixilyn Drilling Corp., drilling for Gulf Oil
Delta Marine Drilling Co. Converted LST, 326′ x 50′	Not announced	Being converted by Alexander Shipyard, Inc., New Orleans
Deepwater Exploration Co. Converted LST, 328′ x 50′	Not announced	To be built by Gibbs Corporation, Jacksonville, Fla.
Coastal-Marine Drilling and Construction Corp. New tender, 272′ x 56′	Not announced	To be built by New York Shipbuilding Corp., Camden, New Jersey

Self-Contained Platforms

Company	Description	Year Built	Location	Depth of Water
CATC Continental Oil Co. **Atlantic Refining Co.** Tidewater Oil Company Cities Service Production Co.	220′ x 706′	1955	Block 47 Grand Isle, La.	95′
Same companies as above	110′ x 146′	1956	Block 43 Grand Isle	112′
Same companies as above	110′ x 146′	1956	Block 40 Grand Isle	82′
Same companies as above	110′ x 146′	1956	Block 59 West Delta	56′
Pure Oil Co.	106′ x 50′	1955	Block 47, Eugene Island Area, temporarily abandoned	22′
Pure Oil Company	100′ x 42′, with 80′ x 67′ 6″ pipe rack	1956	Block 32 Eugene Island Area, Well F-1. Loffland rig	10′
Humble Oil & Refg. Co.	110′ x 206′	1947	Block 18 Grand Isla, La.	50′
Magnolia Petroleum Co.	75′ x 398′	1954	State Tract 10, S.W. of Sabine Pass, Texas	30′
Magnolia Petrol'm Co. (Southeastern Drilling Corp., Contractor)	52′ x 182′ and 55′ x 109′		Block 128, Eugene Island Block 128 Field, Well A-2	52′
Magnolia Petroleum Co.	54′ x 205′	1955	Block 119, Eugene Island Area, Well K-7	38′
Magnolia Petroleum Co. (Southeastern Drilling, Contractor)	54′ x 205′	1955	Block 119, Eugene Island Area, Well J-3	37′
Phillips Petroleum Co.	85′ x 140′	1955	Block 184, Eugene Island Area, company tools	84′
Phillips Petroleum Co.	88′9″ x 140′	1955	Block 129-A, Eugene Island Area, La. Loffland Bros., contractor	52′
Phillips Petroleum Co.	88′9″ x 140′	1956	Block 172, Eugene Island Area, Big Chief Drilling Company, Contractor	77′
Shell Oil Company	82′ x 197′	1955	Block 42, South Pass, La. (Loffland Bros. rig)	72′
Shell-Union	82′ x 196′	1955	Block 116, Eugene Island Area Platform A, Loffland Bros. rig	48′
Shell Oil Company	82′ x 196′	1956	Block 116, Eugene Island Area. Platform B. Offshore Company rig	50′
Stanolind Oil & Gas Co.	173′ x 85′	1956	Block 14, Vermilion Area, S.L. 861, Well A-1 Dixie Drilling Co.	16′
Stanolind Oil & Gas Co.	44′ x 128′	1956	Block 15, Vermilion Area, S.L. 862, Well A-1. Crawford Drilling Co.	16′
The California Co.	"L" Structure		Bay Marchand, Louisiana, Noble Drilling Co.	
Gulf Oil Corporation	120′ x 145′	1955	Block 154 Ship Shoal Area Salt Dome Production Co., contractor	60′
Gulf Oil Corporation	120′ x 145′		Block 889, Mustang Island Area, Texas. Brewster-Bartle, contractor	46′
Max Pray	85 x 195′	1955	Coon Pointe Area	12′
Max Pray	162′ x 70′ width at derrick, (120′ at pipe rack)	1955	Coon Pointe Area	12′
Mecom Petroleums	82′ x 193′	1948	Block 45, West Cameron Area, company rig	34′
The Superior Oil Co.	138′ x 326′	1955	West Cameron Block 102	48′
The Superior Oil Co.	144′ x 326′	1954	West Cameron Block 101	43′
Sinclair Oil & Gas Co.	152′ x 132′ (L-shape)	1955	Block 175, Eugene Island Area. Rimrock Tidelands, contractor	87′

MARSH & McLENNAN
INCORPORATED

INSURANCE BROKERS for the OIL INDUSTRY

Specialists in placing insurances required by principal oil companies and their contractors.

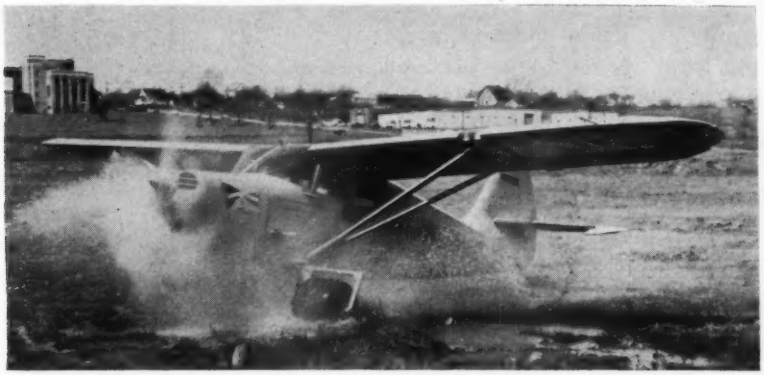
Engineering Services

GULF COAST OFFICE
1021 Hibernia Bank Bldg. • New Orleans 12

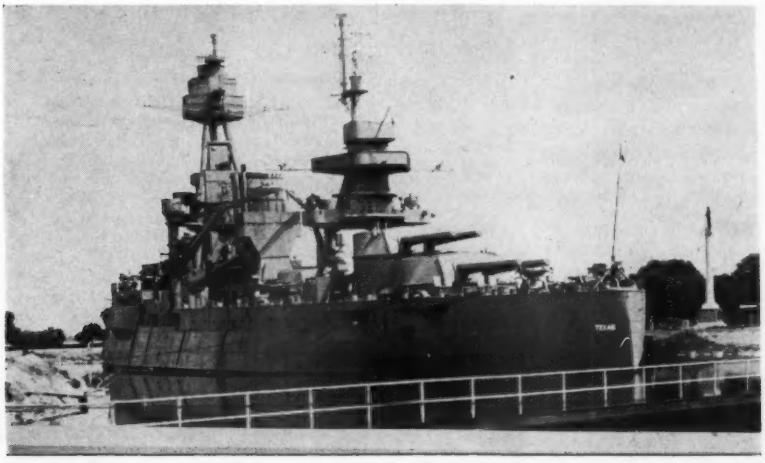
Chicago New York San Francisco Minneapolis Detroit Boston Los Angeles Toronto Pittsburgh Seattle Vancouver St. Louis Indianapolis Montreal St. Paul Duluth Portland Buffalo Atlanta Calgary Washington Tulsa New Orleans Phoenix Milwaukee Cleveland Havana London

Going Places, Tomorrow . . .

Faster crew boats may someday result through use of hydrofoils, shown here on the sailboat **Monitor.** Hydrofoils are wings extending below the boat hull. With increased speed the "wings" actually lift the hull clear of the water. In experiments on Lake Mendota, Wisconsin, the **Monitor** made better than 30 miles per hour.



Super balloon tires on this Stinson Voyager enabled it to negotiate standing water during take-off runs at Akron, Ohio. The Goodyear Tire & Rubber Company is experimenting with barrel-shaped tires to provide greater safety to pilots flying from unimproved fields. including marshy areas.



Future gunnery ranges might necessitate the use of armored ships like the battleship **Texas,** above. Oilmen wouldn't have to worry about fall-out from target practice, and they could take pot shots at oil scouts from competing firms.

How we can

HELP YOU

With your food and housekeeping problems

LESS ADMINISTRATIVE "HEADACHES"

We assume full responsibility, relieving you of details such as:

- Hiring
- Supervision
- Operation
- Labor Relations
- Purchasing
- Quality and Cost Control
- Accounting

LOWER COSTS

Our experience enables us to tailor services to your particular operation, cut waste, get the most for your money through our controlled purchasing system.

BETTER SERVICE

Providing good service is our business. We are already feeding more than eight million meals per year to industrial workers. Our experience is your best guarantee of satisfaction.

BETTER EMPLOYEE MORALE

You get greater working efficiency among employees who are well-fed. Good food, well-prepared and served, is the key to good morale among your employees.

•

For contract feeding and housekeeping on marine drilling rigs, quarterboats and in oilfield camps, write, wire or call for our proposal.

•

UNIVERSAL SERVICES OF TEXAS, INC.

Offshore Feeding Contractors

P. O. Box 705

Phone 6287 Morgan City, La.

FOR THE OFFSHORE OIL FIELDS . . .

MARINE

•

ELECTRICAL

•

INDUSTRIAL SUPPLIES

L. F. GAUBERT & CO.

700 S. Broad St. New Orleans, La.

F M Communications and Systems

Marine Radio and Radar

Sales • Service • Rentals

System Engineering

Contract Maintenance

Design and Development

Antennas and Towerss

Specializing in the Petroleum Field

E. Emile Rackle Communications, Inc.

3855 Airline Highway New Orleans, La.

Office: Ph. VE 3-2748 Night: VE 3-6535

Boards which have been heavily damaged by shipworms, broken open to show bore holes. Finger points to fragments of shells which do the drilling chores.

To nature's turbodrills

Wood Is A Pushover*

Using delicate shells as drill bits, marine borers cause $100 million damage each year

By C. M. PROCTOR

Almost $100 million damage is done to wooden structures along the coast each year by a small marine borer whose drill bit is a pair of shells about the size and delicacy of a young child's fingernail. These marine borers—or shipworms—can cut through a 16-inch piling of green wood in six months, and may destroy creosoted pilings in as little as two years. They also attack inadequately treated wooden boat bottoms.

Protective measures used against the animals constitute merely a holding action. Heavy creosote treatment applied under pressure to drive it deep into the wood will usually give protection for about seven to thirty years, depending on location. In Gulf and Caribbean waters eight to ten years is about the life expectancy of creosoted pilings.

The warm waters of the Gulf Coast have a full share of shipworms. From Key West, Florida, to Port Isabel, Texas, test boards put out by the Clapp Laboratories of Duxbury, Massachusetts, almost invariably show heavy attacks.

Off years . . . Even in such favorable areas as Galveston, the shipworms occasionally have a bad year. They did little damage there in 1953, but were back in force in 1954. Corpus Christi had heavy attacks for several years prior to 1950, then the shipworm population declined, only to start building up again in 1953.

These "worms" are actually *molluscs* of the genera *Teredo* and *Bankia.* and are closely related to the rock borers that George Moskovits described in **OFFSHORE** for September 1955, and to the edible clam and the oyster. They vary from about 1 to 12 inches in length and may be as big around as a pencil.

Shipworms start life as spat, just as oysters do. After the newly

(continued on page 72)

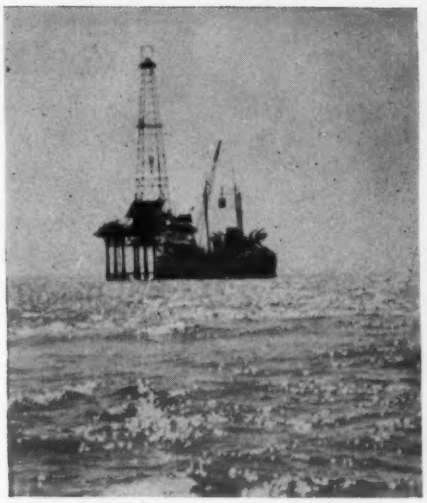
* Contribution from the Department of Oceanography of A & M College of Texas, Oceanographic and Meteorological Series No. 61, based in part on investigations conducted for the Texas A & M Research Foundation through the sponsorship of the U.S. Navy Office of Naval Research.

THE AUTHOR

Charles M. Proctor is acting assistant professor in the Department of Oceanography at Texas A & M College, at College Station, Texas. He holds an AB degree from Berea College, Kentucky, and a Master of Science Degree in biochemistry from the University of Utah. His experience includes work as a research associate on the Manhattan Project, at the University of Rochester, N. Y., and test planning for the Chemical Corps at Dugway, Utah. He was a Dow Fellow in Chemical Oceanography at Texas A & M from 1953-54, and has published twelve scientific papers.

Directional Drilling As Applied To Salt Dome Production In the Gulf of Mexico

By KENNETH R. JOYNT
and
A. H. MASSAD
Magnolia Petroleum Co., Morgan City



Part One of Two Parts*

UNTIL THE DEVELOPMENT of oil fields in the Gulf of Mexico the principal area for directional drilling was the West Coast. The practice had been used in drilling relief wells for blowout control, sidetracking tools in a hole, or for similar reasons; but little consideration was given to the technique as a development tool until the economics of platform installations were analyzed. Today, southern Louisiana is a veritable boom area for directional-drilling activities.

The ultimate consideration in any operation is to be able to produce more oil at less cost. To accomplish this, economic evaluation must be made of every phase of the operation. The overall offshore economic picture highly favors the multi-well platform with several controlled-deviated holes.

Deviation methods . . . Directional wells are of two general types. They are classified here by the "target-approach" method. These are:

1) The drift angle is increased at a constant rate to the desired maximum deflection angle, which is then maintained until the target or oil zone is reached.

2) The drift angle is increased at a uniform rate and maintained until the desired lateral displacement is obtained, at which points the well is brought back to vertical at a uniform rate of decrease in angle. Drilling may then continue from this point in a vertical hole.

The first type of well is generally easier and less expensive to drill. If desired, the oil zone could be penetrated at an angle, increasing exposure of sand in the producing zone.

The second type is used where deeper horizons are to be explored or in drilling a well which is to be bottomed very near a lease boundary or around piercement-type salt domes. Because the straightening procedure in the deeper portion of the well is often a slow process, this type of well generally is slightly more expensive. Selection of the method used must depend upon the situation.

Selection of method . . . Various factors should be considered when selecting a deviation method. The final decision is based on economics —actual dollars—but a thorough review should be made of each of the following factors:

a) Consideration of the geological structure and information.

Massad Joynt

THE AUTHORS

As assistant division superintendent for Magnolia Petroleum Company's Louisiana Gulf Division Kenneth R. Joynt aids in directing the vast offshore drilling program being carried on by Magnolia-Continental-Newmont off the coast of Louisiana. Joining Magnolia in 1946, after graduating from the Missouri School of Mines and Metallurgy at Rolla, Joynt has previously been assistant district superintendent at points in eastern Louisiana and south Texas.

A. H. Massad, also of Morgan City, is division petroleum engineer for Magnolia's Louisiana-Gulf division. After graduating from the University of Oklahoma at Norman he joined Magnolia as a roughneck in 1946. In 1954 he was cited by the API's Mid-Continent District for his services.

b) Location of target with respect to platform or surface location.

c) Correlation of target point and casing program.

d) Well-density and spacing requirements.

e) Mechanical limitations of equipment.

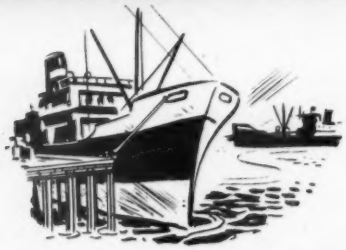
The geological structure is of prime importance. This is especially true in the drilling of piercement-type salt domes, where the salt overhang must be penetrated in the shortest time. Method 2 is utilized to eliminate the drilling of a salt overhang whenever possible.

Location of the target with respect to the platform or surface location must be considered because of the lateral displacement involved. This factor is associated very closely with the correlation of the target point and casing program. The casing program must be planned to fulfill the needs of expected formation conditions and provide adequate protection for the deviated hole.

The well-density and spacing requirements have a high degree of importance in shallow sand development—where wells naturally are developed on closer spacing than the deep holes. The problem then becomes one of utilizing both deviation methods to prevent the intersection of any two well bores.

The last factor is the mechanical limitation of equipment including both the drilling rig in use and the casing available. With the recent improvement of tubular goods, the limitations are being revised.

*Condensed from "Directional Drilling As Applied to Salt Dome Production in the Gulf of Mexico," as presented to the spring meeting of the Southern District, Division of Production, American Petroleum Institute, March 7-9 in San Antonio, Texas.



STOP COSTLY CORROSION ON OFFSHORE INSTALLATIONS WITH "CORECO" RECTIFYING SYSTEMS

Experienced "CORECO" engineers, specialists in design and installation of rectifier and galvanic anode cathodic protection systems, are ready to analyze and solve your corrosion problems.

WHEN YOU THINK OF CORROSION, CALL

"Coreco"

FOR EFFECTIVE CATHODIC PROTECTION

A Complete Design and Installation Service. Call, wire or write today to

CORROSION RECTIFYING COMPANY

1506 Zora Street • Houston, Texas

6376

Lifetime insurance against power outages for one "premium" payment

Model 5CCK
5,000 watts

ONAN Emergency Electric Plants

Protect you against losses and hardships. An Onan gasoline-engine-driven electric plant supplies current for lights, furnace, water pump, stove, refrigerator, freezer, radio . . . all essential home uses. You hardly know power's off. 500 to 50,000-watt models provide same insurance for farms, business, industry . . . or furnish electric power where it is not otherwise available.

Find out how little it costs! Write!

Sabine Propeller & Marine Service

Onan

P.O. Box 1791 Port Arthur, Tex.

M. C. LaGrone, offshore rig superintendent for Llano Drilling Company, and his family. Left to right are LaGrone, Donna, 3, Rodney, 6, and Mrs. LaGrone.

Toolpushers of note . . .

Llano's M. C. LaGrone

A native of Louisiana, M. C. LaGrone joined the oil industry during the East Texas boom

IN AN oilfield career which started with the fabulous East Texas boom, M. C. LaGrone has pushed tools on all types of offshore rigs and has never lost a well because of a blowout.

He was born in Louisiana, but spent most of his early drilling days in Texas.

LaGrone is offshore rig superintendent for Llano Drilling Company at Morgan City, Louisiana. He is responsible for Llano's Rig 6 tender-platform operations with the tender Clayton G. Dorn.

The Llano rig superintendent was born May 3, 1913, at Ruston, Louisiana, where his father, J. A. LaGrone, was a lumberman. M. C. finished high school at Colfax, Louisiana, and then attended Arkansas A & M College. Summers, he worked as a surveyor.

Jobs as truck driver, pipeliner, and roughneck were his first oilfield experience, which started in 1932 during the East Texas boom.

Promotion . . . LaGrone broke out as a driller in 1937 on a well at Tree City, Texas. He next journeyed all over South Texas, making booms at Freer and Corpus Christi.

The year 1940 found LaGrone back in Louisiana, at Olla. From then until 1951 he ran rigs all over South Louisiana and Mississippi.

He entered the offshore oil rush in 1951, and has been in it ever since—off both Texas and Louisiana. At sea, he previously worked for Kerr-McGee Oil Industries, Inc., and Zapata Off-Shore Company.

M. C. and his wife, the former Mary Judy Doris of Jacksonville, Florida, have two children—Rodney, 6, and Donna, 3. The LaGrone's are expecting an addition to their family in July.

Now living at 105 Berkeley Street, in Lafayette, M. C. likes to alternate off time between golf, hunting, and fishing.

INDUSTRY ITEMS . . . . . In the News

A. L. VITTER, JR.

A. L. Vitter Assumes Duties As Chief Engineer for Calco

Albert L. Vitter Jr. has assumed duties as chief engineer for The California Company, succeeding Earl M. Kipp who was made a vice president of the New Orleans firm.

Vitter joined The California Company in October, 1945, as a petroleum engineer. He was most recently assistant chief engineer-petroleum.

A graduate of Holy Cross High School in New Ordeans, Vitter took both a Bachelor of Science in Engineering and a Masters Degree in Physics at Notre Dame. He taught engineering and physics at Notre Dame for one year, then returned to work for the Louisiana State Conservation Department for three and a half years.

Stockholders of Rimrock Tidelands Reelect Board

Directors and officers of Rimrock Tidelands, Inc., were re-elected at the annual meeting of stockholders in Shreveport, Louisiana.

In addition to William C. Kneale, company president, directors re-elected were H. L. Bowley, chairman, Earl G. Bateman, Charles F. Hayes, Alfred E. McLane, A. J. Nicoli, Justin R. Querbes Jr. Dwight J. Royer, Alex Singer, Albert Sklar and Howard Sober.

Officers re-elected were Kneale; Nicoli, vice president for the Rocky Mountain Division; G. D. Murray, vice president for the Gulf Coast Division; Hayes, secretary treasurer; Carl B. Kendrick, assistant secretary treasurer; and McLane, general counsel.

Singer B. Irelan, President Of Cities Service Oil, Dies

Singer B. Irelan, a director of Cities Service Company and president and a director of Cities Service Oil Company (Delaware), died in Roosevelt Hospital, New York City, June 18, following a brief illness.

Mr. Irelan had been associated with Cities Service since 1909, and was one of the nation's outstanding figures in the electric utility, petroleum, and natural gas industries.

New Production Area Formed By The California Company

A new area of the Gulf Coast Production Division of The California Company has been established.

The new West Delta Area will include drilling and production operations in the West Delta Block 30, and South Pass Blocks 24 and 41 fields. The name of the former Venice Area was changed to the East Delta Area and includes drilling and production in the Main Pass Blocks 23, 24, 35, 67 and 69; South Pass Block 5; Romere Pass, Coquille Bay, Cox Bay, West Black Bay, and Quarantine Bay fields.

Both areas are headquartered in Venice.

Area superintendent for the West Delta Area is T. H. Jackson, Jr., and J. L. LeBlanc continues as area superintendent for the East Delta Area.

F. J. SCHEMPF

Mecom Appoints Schempf Louisiana General Manager

Foster J. Schempf is new general manager of Louisiana operations for John W. Mecom, Houston independent oil operator. Schempf was vice president and director of exploration for the Stanolind Oil & Gas Company at Tulsa, Oklahoma.

He will supervise both onshore and offshore activities for Mecom, who is active in several major Louisiana fields and a participant in the world's deepest oil well, in Plaquemines Parish.

CONTINENTAL OIL COMPANY president L. F. McCollum, left, receives an honorary degree as Doctor of Engineering from Dr. John W. Vanderwilt, president of the Colorado School of Mines. The presentation was made at the school's 82nd Annual Commencement at Golden, Colorado, in recognition of McCollum's record as a petroleum industry leader.

93 feet of SPEED COMFORT and VERSATILITY

Built for Caspary-Wendell Work Boats, Inc. of Rockport, Texas, by Platzer Shipyard of Houston, Texas.

Top Speed in Excess of 20 MPH

Cruising Speed of 18 MPH

Power—Twin tandem 6-110 GM Diesels—1200 HP

- Designed to carry 30 or more passengers
- 30' x 18' deck space on stern and 21' x 10' x 7' cargo hold
- Air-conditioned throughout
- Airplane type passenger seats
- Proven design of steel construction

PLATZER SHIPYARD

P. O. Box 9657 Houston 15, Texas Phone: GL 3-7118

A crew boat which rivals the finest yacht in performance and construction, the WHIRLAWAY made 20.5 mph in shakedown runs. The 95-footer is powered by two 6-110 GM diesel engines, mounted in tandem.

In shakedown runs

Crew Boat Tops 20 MPH

Fast stepping 93-footer built by Platzer provides air-conditioning, airplane seats for crew comfort

MAXIMUM speed with minimum power is the special design feature of the **Whirlaway**—a big, fast-paced crew boat that rivals the finest yacht in construction and performance.

Built by Platzer Shipyards of Houston, Texas, for Caspary-Wendell Work Boats, Inc., of Rockport, Texas, the 93-foot **Whirlaway** made 20.5 mph in recent shakedown runs with major oil company officials aboard. Lack of vibration was noticeable even at top speed. The **Whirlaway** also proved highly maneuverable, and handled well during docking.

A technician for Gulf Radiotelephone, Inc., checks over the Bendix Model MR-38 radar equipment.

Main power for the new Caspary-Wendell crew boat is supplied by two 6-110 GM diesel engines, mounted in tandem and developing 1,200 hp.

Drilling crews riding the **Whirlaway** will travel in air-conditioned comfort on seats designed for luxury air liners. A three-ton air-conditioning system cools the main cabin, wheelhouse, and sleeping quarters.

The **Whirlaway** has seating capacity for 12 men in the main cabin, plus bunks for four men and two compartments forward. It is designed to carry 30 or more passengers.

Features . . . Of all-steel construction, the Platzer-built crew boat is 93 feet overall, with a 20-foot beam and a normal draft of 5½ feet fully loaded. It has storage tanks for 12,400 gallons of diesel oil and 1,000 gallons of potable water. There is 30′ x 18′ of open deck space aft of the cabin, and the cargo hold measures 21′ x 10′ x 7 feet.

The **Whirlaway** was corrosion-proofed with COPON paint from Coast Paint & Lacquer Company of Houston.

(continued on next page)

Shown at christening ceremonies, left to right, are Jerry Wendell, D. H. Caspary, Mrs. Caspary, and E. W. Platzer Jr.

E. W. Platzer Jr., designer and builder of WHIRLAWAY, and Jerry Wendell, of Caspary-Wendell Work Boats, Inc.

D. H. Caspary, Jack Riggs, president of Llano Drilling Company, and Jerry Wendell, discussing the boat's lines.

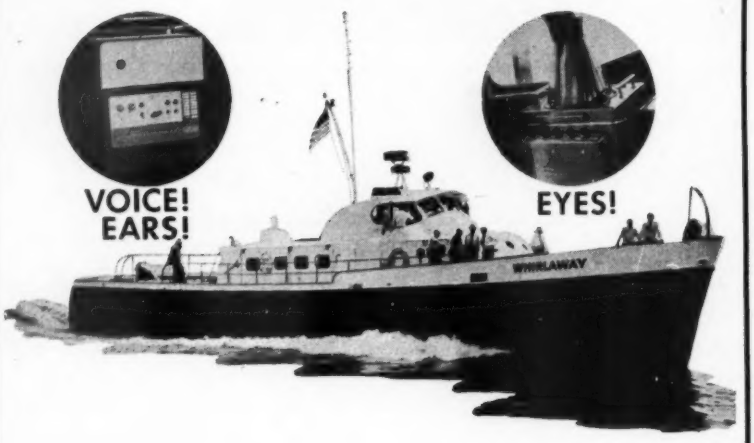
(continued from preceding page)

Equipment . . . The main power unit, plus the two GMC 2-71 20 kw AC generators, were supplied by Stewart & Stevenson Services, Inc. of Houston. The Bendix Model MR-38 Radar and Apelco Model AE-76 CM Radio-telephone were installed by Gulf Radiotelephone, Inc. of Houston.

The **Whirlaway** is equipped with two hydro pumps—one for fire and bilge, and one for fuel oil transfer. Also aboard are a Deming fresh water pump and Quincy air compressor, furnished by Hill Manufacturing Company of Houston.

Coming up . . . A sister ship with the same high speed and maximum comfort as the **Whirlaway** is being constructed by Platzer Shipyard for Standard Oil Company of Texas. The vessel is expected to be launched about August 20.

Aboard WHIRLAWAY for a trial run were C. R. B. Hopper, offshore engineer for Standard Oil Company of Texas, and his wife. Standard of Texas will get a similar crew boat in August.



Caspary-Wendell Work Boats' new 93-foot crew boat WHIRLAWAY speeds ahead with **Bendix** Radar backed by years of electronic supremacy in marine and air service. The Bendix MR 3-B is a new advanced design radar with very high performance incorporating many features formerly found only on very expensive radar. And —

Also aboard the WHIRLAWAY is the **Apelco** model AE 76 CM a 65 watt Radiotelephone proven in the marine field to be powerful, economical, dependable, smart in appearance and simple to service.

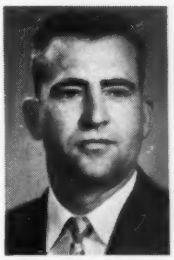
Gulf Radiotelephone Inc. WALNUT 3-1618
2524 SUTHERLAND STREET BOX 18075 HOUSTON 23, TEXAS

SERVICE PERSONALITIES . . . . . In the News

Forrest Warren to Manage United's New Harvey Store

Forrest Warren is manager of United Supply Company's recently opened Harvey, Louisiana, store. The store is designed to meet the increasing needs of South Louisiana offshore operations.

Warren transferred from the managership of United's New Iberia store, where he has been succeeded by H. C. Thornton. United's Harvey store has a choice location along oil row—one block from the ship canal and a short distance from the canal underpass now under construction.



Chance

Goode

Chance, Broussard Picked As Schlumberger Managers

New manager for Schlumberger Well Surveying Corporation in Jennings, Louisiana, is J. W. Chance. A graduate of Georgia Institute of Technology, Chance formerly was a field engineer and division sales representative for Schlumberger.

George Broussard is manager of a new Schlumberger location established at Franklin, Louisiana.

The company also has announced appointment of W. W. Goode as assistant manager of the Southeast Area in New Orleans. Formerly, he was Permian Basin Division Manager at Midland, Texas.

Oil Well Supply Transfers J. T. Love to New Orleans

James T. Love has been selected district representative at New Orleans for U.S. Steel's Oil Well Supply Division. He had been district engineer for refinery and pipe line sales at Beaumont, Texas, where he was employed in 1946.

Executive Personnel Changes Made by Electro-Technical

Major executive personnel changes at Electro-Technical Laboratories, Inc., of Houston, involve Ernest Hall Jr. and Peter C. Sundt.

Hall is now president of Electro-Technical Laboratories, Canada, Ltd., with offices at Calgary, Alberta.

Sundt has been promoted to assistant manager of the company, which designs and manufactures seismic instruments.

Beesley

Kellogg

Loehr

Bussa

Baroid Shifts Seven Men

Drilling mud department changes involve Beesley, Kellogg, Loehr, Bussa, Newton, Hill, and Dunaway

Seven promotions and transfers in the Gulf Coast region have been announced by the Drilling Mud Department of Baroid Division, National Lead Company.

Jack H. Beesley, who was manager of Baroid's Mid-Continent Area at Tulsa, is new sales manager of the department at the company's main offices in Houston.

W. C. Kellogg is assistant area manager of the Louisiana Gulf Coast Area, headquartered at New Orleans. He was superintendent of the South Texas Corpus Christi District.

Harry C. Loehr Jr., who had been Louisiana Gulf Coast Area sales manager in New Orleans, transferred to Tulsa as Mid-Continent Area assistant area manager.

H. I. Bussa is assistant Gulf Coast Area manager in Houston. He transferred from Oklahoma City.

A new sales office in Lafayette, Louisiana, will be headed by P. A. Newton, named Louisiana Gulf Coast Area sales representative. He was superintendent of the Lafayette District.

New superintendent of the New Orleans District is F. M. Hill Jr., former district sales representative there.

J. H. Dunaway was appointed superintendent for the Louisiana Lafayette District and will continue to headquarter at New Iberia, where he was a service engineer.

Dunaway

Newton

Roberts

Green

Enterprise Engine Announces Two Changes in Personnel

Algot A. Green is newly named as sales engineer on the New Orleans branch office staff of Enterprise Engine & Machinery Company.

Green has been connected with the diesel industry for 22 years, most recently serving as a field engineer with the Enterprise New Orleans office.

J. L. Roberts, sales engineer, is newly assigned to the Los Angeles branch office of Enterprise Engine & Machinery Company. Roberts joins Roy Hogaboom, branch manager, to provide special service to marine and contractor diesel needs. With Enterprise since 1946, Roberts spent the past four years in the company's New Orleans offices.

Contract Feeding & Housekeeping

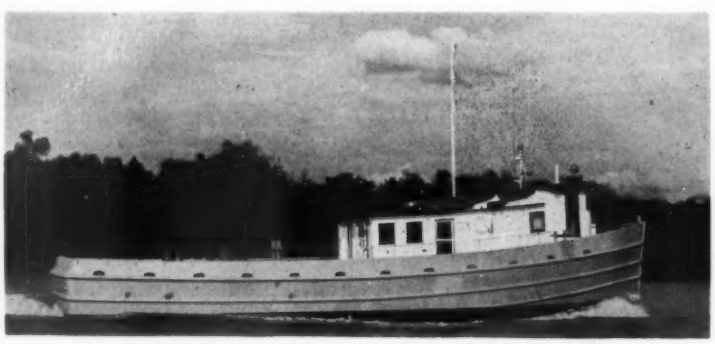
for

- Quarter boats
- Drilling barges
- Rig tenders
- Geophysical boats

Write, Wire or Call for Proposal

MARINE CATERING SERVICE, INC.

Pete Menge — G. P. "Hoppy" Hopkins
Peters Road Box 347 Phone FI llmore 1-3426-7 Harvey, La.



POWER BY KENNEDY

Sewart-built 87-foot crew-cargo boat, MR. SAM, for Arthur Levy of Berwick, La. The GENERAL MOTORS 6-110 diesel marine engines were supplied to Mr. Levy by—

KENNEDY MARINE ENGINE CO.

GM GENERAL MOTORS DIESEL POWER

Distributors of General Motors Diesels, Onan Gasoline and Diesel Electric Plants, Bendix Depth Recorders, Surrette Marine Batteries. Call today for quick service.

Cor. REYNOIR & JACKSON STS.
Phone 2-1531
BILOXI, MISS.

GM GENERAL MOTORS DIESEL POWER

Macy Resigns from Ingalls To Do Marine Consulting

Robert H. Macy, former technical assistant to Monro B. Lanier, president of Ingalls Shipbuilding Corp., has resigned to become a marine consultant at Pascagoula, Mississippi.

Macy, with Ingalls almost continuously since 1941, is considered a leading expert on offshore submersible and fixed drilling platforms. Lanier stated that Macy would be invited to accept a retainer as consultant to Ingalls, with emphasis on offshore equipment.

Macy will do consultation, designing, estimates, surveys, appraisals, and brokerage. His address is Post Office Box 481, in Pascagoula.

A. O. Smith Pacific Coast Advertising Transferred

Klau-Van Pietersom-Dunlap Associates, Inc., of Milwaukee, Wisconsin, will replace O. K. Fagan Agency of Los Angeles August 1 as advertising representative for the A. O. Smith Corporation's Pacific Coast activities, centered in New Orleans.

University of Texas Offers Soils Engineering Course

A course titled "Soil Mechanics in Offshore Engineering" is to be offered by the Institute for Advanced Engineering at the University of Texas in Austin August 27-September 15.

Faculty for the course includes Dr. Lymon C. Reese, assistant professor of civil engineering; Frank G. Bryant, assistant professor of civil engineering; Raymond F. Dawson, and Dr. Walter L. Moore, both professors of civil engineering; Hudson Matlock, associate professor of civil engineering; and John A. Focht Jr., engineer.

CATHODIC PROTECTION SUPPLIES AND SERVICE

View of prefabrication of 200-lb. magnesium anode strings at our Houston plant, 4601 Stanford Street.

First Line materials and equipment in stock, including Dow's new coated weld-on magnesium anodes for ship hull protection.

Service Packaged complete cathodic protection installation service—engineering, design and installation—available on a single-order, single-invoice basis.

ANODES FOR CPS INSTALLED JOBS AND ALSO AVAILABLE COMPLETELY ASSEMBLED FOR CUSTOMER INSTALLATION!

CPS **cathodic protection service**

Everything in the cathodic protection field . . . from an insulating washer to a turnkey contract installation.

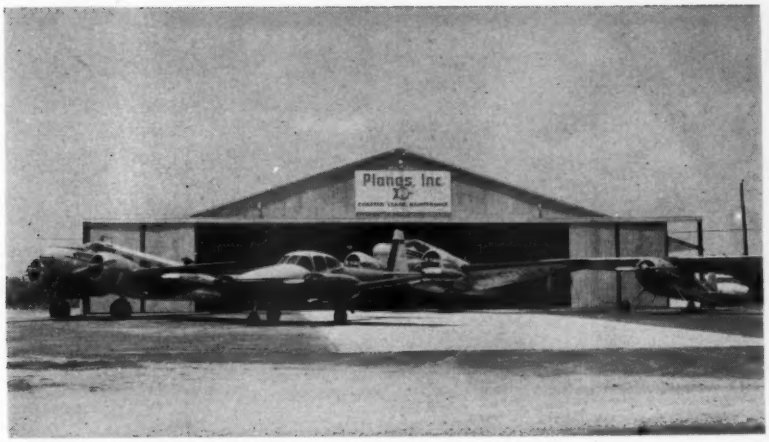
OFFICES LOCATED IN HOUSTON
P. O. Box 6387
(4601 Stanford St.)
Houston 6, Texas
JAckson 2-5171

TULSA
310 Thompson Bldg.
Tulsa 3, Okla.
CHerry 2-9857

NEW ORLEANS
1627 Felicity
CAnal 7316

CORPUS CHRISTI
1522 So. Staples
TUlip 3-7264

DENVER
(Golden)
P. O. Box 291
CRestview 9-2215



Fleet of planes belonging to Planes, Inc., in front of the company's hangar at the Houston International Airport. Other craft will soon be added.

Planes, Inc., offers

Fast Air Charter Service

A convenient air charter service operating from Houston serves the Gulf Coast region

AIR CHARTER service for Houston and the Gulf Coast region is now available from the fleet of planes operated by Planes, Inc., from Houston International Airport.

The company has two 6-passenger twin-engine Beechcrafts, a 3-passenger twin-engine Camair, a 4-passenger single-engine Cessna 195, and a Cessna 180 and Cessna 170.

Soon to be added are a Grumman Super Widgeon, as well as other new planes.

Planes may be chartered on a mileage or hourly basis, or leased by the month or year.

Passenger lounge of Planes, Inc., with company president J. R. Latimer, Jr., at the desk.

Planes, Inc., has its own hangar at Houston International Airport, and its own staff of expert mechanics and pilots. Excellence of maintenance and flying is a prime principle of Planes, Inc., operations. In recent weeks the company has flown executives of major oil and chemical companies and state officials.

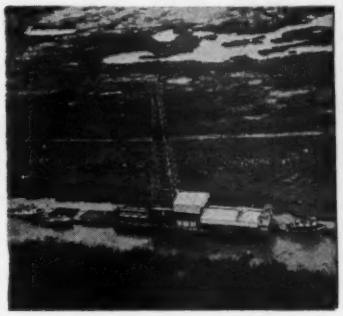
Planes, Inc., is prepared for quick service for personnel or equipment to offshore drilling bases—at night or any time. Needs of the oil industry are understood by the company, for the president, J. R. Latimer Jr., was associated with Humble Oil & Refining Company for nine years.

By using Planes, Inc., services, the advantages of an entire fleet of planes can be obtained without the investment or management problems that go with ownership of planes.

A lease plane is available when needed for those who desire a plane to be reserved for their exclusive use. The lease may be for use of the lessee's pilot or the pilot will be provided by Planes, Inc.

In connection with the lease, Planes, Inc., will provide complete maintenance and management, freeing the user to merely call for the plane when it is needed.

CENAC TOWING CO.



- Crude Oil Transportation
- Deck Barges
- Water Barges
- Drilling Barge Moving
- Diesel fuel delivery to drilling barges and drilling locations

Houma Louisiana

Phone: 2-2413

John L. Wortham and Son

Established 1915

PROTECTION

MARINE
CASUALTY
BONDS
FIRE

INSURANCE AGENTS AND BROKERS

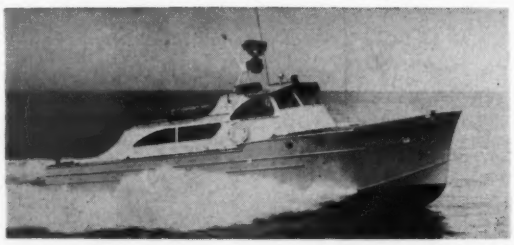
Rusk Building Houston, Texas

FAirfax 3-3311

SOON

BIG NEWS ABOUT
ALEXANDER Shipyard INC.
NEW ORLEANS, LA.

FINER EQUIPMENT—



FOR FASTER, MORE EFFICIENT SERVICE!

The MISS MARY HELEN, radar equipped 51' personnel transport, is capable of carrying 40 passengers at speeds up to 23.4 mph. The MISS MARY HELEN typifies the fine marine equipment owned and operated by Robin Boat Rental Service. Built by Equitable Equipment Co., Inc., of New Orleans, the MISS MARY HELEN is No. 20 for Robin. Three other 51' crew boats— the ERLINE, MARGARET and the HELEN L—have been built for Robin by Equitable in the past twelve months.

Call us for: Crew Boats, Seagoing Tugs, Rig Tenders.

ROBIN BOAT RENTAL SERVICE

Phone FI llmore 1-1225 — 1-2836
448 Pailet St. Harvey, La.

NEW PRODUCTS and Literature

Calvert Marine Service Offers Travelift Mobile Boat Carrier

Calvert Marine Service of New Orleans, distributors for Marine Travelift Company of Wisconsin, announces the availability of Marine Travelift's mobile carrier for boats.

Of unusual yet useful design (see picture), Travelift remedies many of the boat owners' handling problems and, at the same time, makes formerly useless land areas into ideal storage space.

Engineered by men in the marine industry for one-man operation, the carrier's proven efficiency combines low maintenance and operating costs with a high safety factor.

A simple mooring slip is all that is needed for boat handling. The boat is cradled in rubber cushioned slings. After lifting the boat can be hauled to storage. The forward A-frame travels to permit varied sling spacing for proper weight distribution.

Eight models are being manufactured. Both in the tire-mounted and self-propelled series, boats from 6,000 to 100,000 pounds with heights of 10½ to 20 feet can be handled. **For further information write Calvert Marine Service, International Trade Mart, New Orleans, La.**

National Metal & Steel Corporation Folder Describes Equipment Offered

A folder now available from National Metal & Steel Corporation gives specifications, description, and illustrations of a large offering of oil field, marine, and

Serving the Petroleum Industry by Air

Radar
AM-FM
Radio
Fathometers

RAYTHEON

Sales
Service
Rentals

ELECTRONIC SERVICES, INC.
CR 9887
3901 Clematis Ave. New Orleans, La.

industrial supplies and equipment. The company is the largest ship dismantler on the West Coast. Available are chain, anchors, winches, diesel engines, gears, pumps, diesel electric generating sets, crankshafts, reduction gears, rigging, booms, deck fittings, compass binnacles, etc. **For further information write Equipment Division National Metal & Steel Corp., 1251 New Dock Street, Terminal Island (Los Angeles Barbor), California.**

Safety First Supply Company Offers Quick Release Life Preserver Vest

A new life preserver vest of different design and performance is being produced by Safety First Supply Company, Pittsburgh, Pa.

The Quick Release Life Preserver Vest will float the wearer in vertical position, regardless of body weight, with his head and shoulders above water level. Front pads of the vest raise up in water to catch the wearer's chin and the back pad raises to support the head out of water.

The vest has a snap at the bottom front which is attached to the man's belt, preventing floating off the wearer. However, the fasteners and snap are attached to vest with an aluminum rod, so that if the wearer must be rid of the vest, he merely pulls upward on a lace attached to the rod, which draws out the rod, completely disengaging all fasteners.

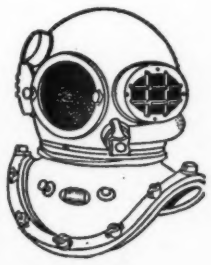
It fits loosely and comes in one size that is easily adjustable by side straps to fit chest measurements from 30 to 56 inches. **For further information write Safety First Supply Company, Pittsburgh, Pa.**

New Lump Constant Delay Line Is Announced by Epsco, Inc.

A new lump constant delay line specifically developed for application in delay compensation for telephone and communication lines, sonar and seismic exploration equipment, is being made by Epsco, Inc.

Unusual performance standards including low attenuation and excellent phase linearity have been realized. Standard units have the following specifications:

(continued on next page)



Ph. HE 6-7371
or HE 9-3519 — HE 9-2319

ELLIOTT
MARINE DIVERS

Submarine Pipelining
A Specialty

Box 5512, Drew Station — Lake Charles, La.

Follow the oil and gas developments in SOUTH LOUISIANA, TEXAS and SOUTHEASTERN NEW MEXICO with,

FIVE STAR OIL REPORTS

News, Locations, Completions, Drilling Progress, Oil and Gas Instruments **plus** OFFSHORE ACTIVITIES.

Daily, Weekly or Semi-Weekly coverage. Designed for your particular area of activity.

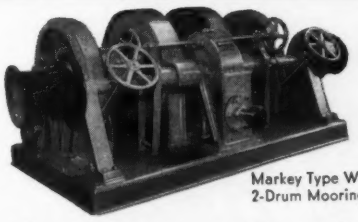
Completion cards are issued on all areas covered by reports.

Five Star ★ ★ ★ ★ ★
OIL REPORT

HOUSTON
BOX 331

DALLAS
1007 DAVIS BLDG.

MIDLAND
406 N. MARIONFELD



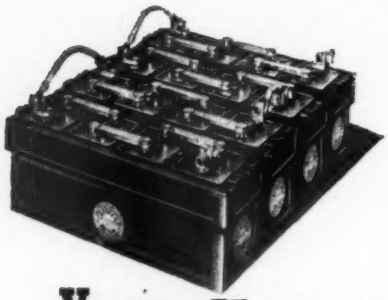
Markey Type WDWD-20
2-Drum Mooring Winch

Anchoring or Mooring,
the answer is Markey

Special service requirements of the tidelands drilling program — for mooring drilling barges, tenders and supply ships—are best answered by custom-designed equipment manufactured by Markey to do the job right. Electric or hydraulic, gas or Diesel engine driven — Markey equipment can make your difficult job an easy one. Your problem is our goal. Write today for information and prices.

MARKEY MACHINERY CO., Inc., 85 Horton St., Seattle 4, Wash. (MAin 4698). Represented by: H. J. WICKERT & CO., 770 Folsom St., San Francisco, YUkon 6-2354 and H. J. MENGE CO., 932 Nat'l Bank of Commerce Bldg., New Orleans, CAnal 0686 . . . Hoists • Capstans • Windlasses • Steering Gears • Towing winches

DESIGNERS & BUILDERS, REPAIRERS
MARKEY
deck machinery
"KNOWN ON THE 7 SEAS SINCE 1907"



Your Engine Deserves the Best Battery

Your Battery Deserves the Best of Care

More than 40 years of "know how" goes into every CRESCENT Battery, so that each one is built to hold up and give greatest service under the South's climatic conditions.

Each Crescent Battery Carries A Full Guarantee of Satisfactory Service

Your CRESCENT Battery comes to you FRESH and full of life. CRESCENT Batteries, fully charged, have a specific gravity of 1.260 to 1.275.

More Power When You Need It!

CRESCENT BATTERY & LIGHT CO. CRESCENT (REGISTERED) BATTERY NEW ORLEANS

CRESCENT BATTERY AND LIGHT COMPANY

818 Camp Street Phone RAymond 6677

You Can Be Sure if it's a

White Plaza Hotel

DALLAS Harwood at Main

CORPUS CHRISTI Upper Broadway at Leopard

SAN ANTONIO St. Mary's at Travis

For those who demand the best in hotel accommodations. Famed for friendly service and excellent cuisine.

Each hotel is located on a main highway in the center of activity in its respective city. Prompt Garage Service at door of each hotel.

☆ **TEXAS HOSPITALITY at its best!**

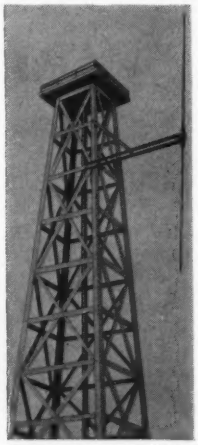
(continued from preceding page)

over-all delay—5000 us ± 1%; characteristic impedance —510 ohms; number of taps—125; delay between taps —40.0 us ± 1%.

Attenuation including: insertion loss—better than 3 db at 4 kc and 6 db at 7 kc; low frequency insertion loss—1.7 db; cutoff frequency—9.5 kc; phase linearity —±2% to 6 kc and ± 1% to 8 kc.

The size is 19 x 5¼ x 9 inches for rack mounting and it weighs 35 pounds. It is also available with 470, 600, and 1,000 ohm impedances. Similar units can be furnished with delays up to 1/10 second. **For further information write Epsco, Inc., c/o 143 Newbury St., Boston 16, Mass.**

Specially Designed Rig Antenna Resists Intense Drilling Vibrations



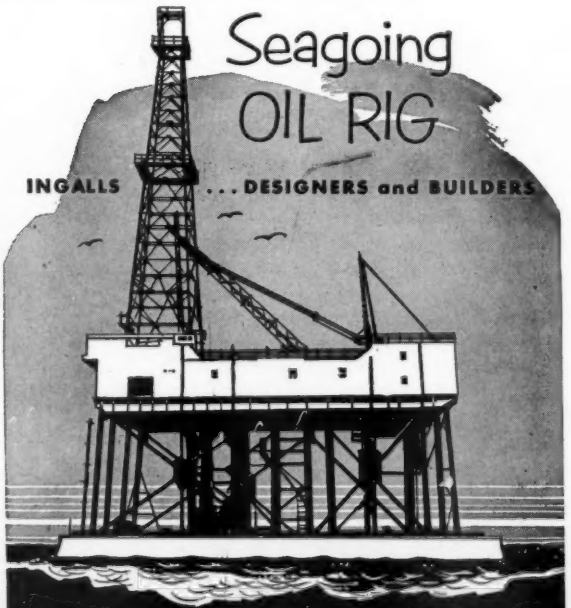
Andrews Corporation of Chicago has a specially designed drilling rig antenna now available, the Type 15010 for 25-50 MC range. Rugged in design, it is equipped with shock-resistant spring-type mounts, and can be attached to various sized tower legs with universal mounting clamps.

Desired directional coverage is achieved by mounting the antenna to the side of the tower facing the coverage area.

Complete information is provided in Bulletin 17144 of the Andrews Corp. **For further information write Andrews Corporation, 363 East 7th St., Chicago 19, Ill.**

Seagoing OIL RIG

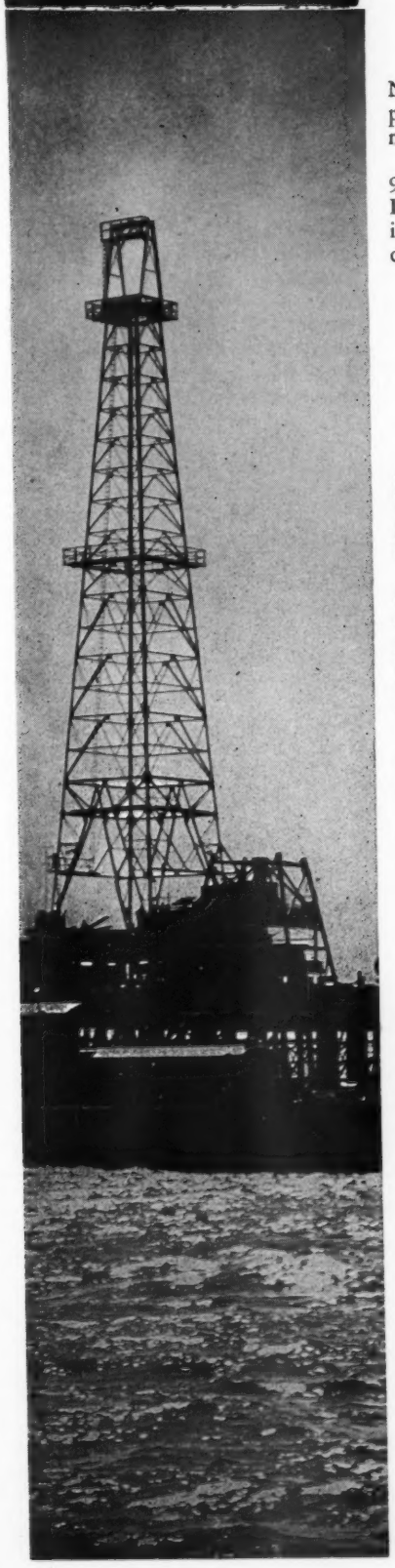
INGALLS ... DESIGNERS and BUILDERS



FOR COMPLETE INFORMATION, WRITE:

The INGALLS Shipbuilding Corporation

BIRMINGHAM, ALABAMA



South Texas Hit Potentials

New pay opener in Chevron field flows 262 barrels daily from 7,880-86 feet

Standard Oil Company of Texas No. 952-82 State is complete as a new pay opener for the Chevron field, 30 miles southeast of Corpus Christi.

The strike, which is in Block 952 (S) about two miles off Padre Island, made 262 barrels of 40.2 gravity oil per day through a 10/64-inch choke and perforations between 7,880-86 feet. Tubing pressure was 1,000 pounds.

Operator requested designation of the Chevron (7760-foot Frio Sand) field for the discovery.

Kerr-McGee Oil Industries, Inc., drilled the well from the "C" platform in the Chevron field, only field off South Texas now producing.

Prolific Discovery Finaled

CATC's second well in the Grand Isle Block 47 field makes aggregate potential of 875.5 barrels from 2 pays

A dual discovery with aggregate potential of 875.5 barrels of oil daily has been completed by the CATC group in its Grand Isle Block 47 field off Jefferson Parish.

Continental Oil Company No. 2-A State Lease 953 made 580.5 barrels of oil daily through eight feet of perforations between 9,220-28 feet and a 12/64-inch choke. Gravity of the oil was 31.9. Gas-oil ratio was 496-1.

The strike also flowed at the rate of 295 barrels of 31 gravity oil daily through a 10/64-inch choke and perforations between 10,494-500 feet. Oil from this zone was 31 gravity. Gas-oil ratio was 790-1.

Continental has staked its No. 3-A State Lease 953 OCS 0133 as a 14,000-foot test in the same block.

The field is being drilled from a self-contained platform in 97 feet of water. Field opener, No. A-1, made aggregate potential of 758 barrels of oil daily through perforations between 9,868-74 feet and 13,614-620 feet.

No. 2-A is south of the No. 1-A.

Main Pass Strike Flows Oil

Phillips Block 48 wildcat makes an estimated 323 barrels distillate daily from Miocene zone

A gas-distillate field for the Main Pass Area off Plaquemines Parish was opened with completion of Phillips Petroleum Company No. 1 Main "A" State Lease 2753, wildcat in Block 48 of the area.

On production test the strike made an estimated 323 barrels of high gravity distillate and 4.2 million cubic feet of gas through a small choke. Perforations were between 8,465-95 feet.

A sand at 9,088 feet was reported as having 19 net feet of pay. Total depth is 10,000 feet, where seven-inch casing is set.

The Phillips discovery is about three miles southwest of production in the Main Pass Block 47 field, belonging to Kerr-McGee Oil Industries, Inc. The Kerr-McGee field has three producing oil wells, from pays topped at 7,896 and 9,020 feet.

Grand Bay field is about three miles southeast of the Phillips strike.

Shell Finals Oil Strike Near Lake Washington

Shell Oil Company No. 1 State Lease 2636 is complete as a 294-barrel oil discovery southwest of the Lake Washington field of Plaquemines Parish. The strike is in Block 1 of the West Delta Area.

Flow on potential was through a 7/64-inch choke and perforations between 11,497-506 feet. Gas-oil ratio was 1,041-1.

The test had gone to 13,985 feet in side-track hole.

Earlier this year Shell extended the Lake Washington field into the Gulf of Mexico with completion of a well in Block 2 of the West Delta Area.

The Cortney Co., Inc.

MARINE EQUIPMENT & SUPPLIES

1225 Magazine Street RAymond 7147
New Orleans 13, La.

MARINE - INDUSTRIAL EQUIPMENT & SUPPLIES

Wire Rope - Manila Rope - Canvas Products - Wallace & Tiernan Aids to Navigation - Fog Horns - Batteries - Anchors & Anchor Chains - Wire Splicing - Nets - Forged Shackles, Sockets, Wire Rope Clips, Turnbuckles, Rings, Etc. U.S.C.G. Approved Ring Buoys, Preservers, Rafts, Water Lights, Etc. And All Other Kindred Products & Equipment.

24-HOUR SERVICE

Night Numbers in Telephone Directory

135 FOOT SUPPLY VESSELS

Three additional similar class ships under construction.
Capable of carrying two large stacks of range 3 drill pipe.
Will do offshore towing of drilling barges and tenders, act as standby tug.

SEA SERVICE, INC.

205 Pan American Building
New Orleans 12, Louisiana

Phone
EXpress 2276

BERWICK BAY SHIPYARD CO.

DRY DOCKING AND COMPLETE REPAIRS

165' Dry Dock Under Construction
Two Marine Railways — Up To 500 Tons

MACHINE AND PROPELLER SERVICE

WELDING
WOODWORKING SHOPS

SAND BLASTING
METALLIZING

PHONES: 2234 — 6289
Berwick, Louisiana

Louisiana

Ship Shoal Block 154 Field Gets Dual Strike

The Ship Shoal Block 154 field off Terrebonne Parish gained two new oil pays with completion of Gulf Refining Company No. 1-F OCS 0453 for an aggregate potential of 298 barrels daily.

Through an 8/64-inch choke and perforations between 9,792-800 feet the well made 95 barrels of 42 gravity oil daily. Gas-oil ratio was 10,570-1.

Potential through a 10/64-inch choke and perforations between 8,-734-46 was 203 barrels of 35.9 gravity oil daily. Gas-oil ratio was 456-1.

The test went to 10,306 feet, set seven-inch casing at 9,948 feet.

Salt Dome Production Company was contractor on the well.

The Gulf Refining strike is in Block 130, several miles northeast of other production in the field. Forest Oil Corporation has asked for Corps of Engineers, U.S. Army, permission to erect structures in Block 149 of the Ship Shoal Area. The Forest Oil block is surrounded by Gulf Refining leases, and has production on three sides at present.

Shell Finals Gas Strike In Block 21 South Pass

Shell Oil Company No. 1 State Lease 2675 is complete as a gas strike in Block 21 of the South Pass Area, off Plaquemines Parish.

On production test the well made 6.6 million cubic feet of dry gas through an 18/64-inch choke and perforations between 10,165-180 feet. The strike was drilled to 11,-153 feet, and production string set at 10,400 feet.

Gas-Distillate Discovery Assured for East Cameron

A gas-distillate strike for the CATC group has been assured with tests at Continental Oil Company No. 1-D OCS 0187 (State Lease 1632), in Block 83 of the East Cameron Area, off Cameron Parish.

Operator perforated between 8,-536-60 feet after drilling to 10,127 feet in sand and shale and setting casing at total depth. On test with packer the project flowed at the rate of 22 barrels of 57 gravity distillate plus 3.3 million cubic feet of gas. Flow was through a 1/4-inch choke.

Gas-liquid ratio was 151,400-1. There was no water.

The section was squeezed off for testing up hole.

CATC Wildcat Flows Oil In West Delta Block 84

A new sand has been tested by Continental Oil Company (CATC) at its No. 3 State Lease 2551, in West Delta Block 84, off Plaquemines Parish. On a 10.5-hour drill-stem test through a 12/64-inch choke and perforations between 10,696-704 feet the prospector flowed at the rate of 122.4 barrels of 35.2 gravity oil.

Additional tests up-hole were planned. Total depth is 11,508 feet.

Lower Miocene Wildcat Slated Near Creole Field by Brit-Am

British - American Oil Producing Company will probe to test the lower Miocene at its No. 2-F State Lease 2761, two miles southwest of the Creole field.

The prospector is in Block 3 of the West Cameron Area, off Cameron Parish. It will go to 13,500 feet.

Pure Oil Company will also drill to 13,500 feet to test the Lower Miocene in its Creole field. Pure's No. 1-A State Lease is to be in Block 2, and will be drilled by Loffland Brothers.

Present deepest production in the Creole field is 6,900 feet.

PLATFORM CRANE SPECIALISTS

New & Used Cranes for Platforms, Barges, etc.

BOEHCK
Engineering Co., Inc.

Rental — Sales — Service

IN HOUSTON
5806 Long Drive
Phone OL-4-4331

IN BEAUMONT
4705 Port Arthur Rd.
Phone 5-3495

A. R. SALLEY & COMPANY

ENGINEERING - CONSTRUCTION

Offshore and Land Installations

- Concrete Foundations
- Equipment Setting
- Pipe Fabrication
- Electrical
- Sandblasting
- Painting

• LEASE SERVICE •

Houston, Texas
P. O. Box 6802
MOhawk 7-2451

Morgan City, La.
P. O. Box 22
Phone 6498

DELTIDE FISHING & RENTAL TOOLS, INC.

(Successor to French Jordan and White Fishing Tool Service, Inc.)

NEW ORLEANS • HARVEY • LAKE CHARLES

Serving the DELTA and TIDELANDS with dependable operators and the latest type of tools and equipment.

OFFICERS AND DIRECTORS:

Albert Gardes — J. S. (Gal) M'Kinstry
F. T. Gidman, M. D. — A. H. Stall
W. Richard White

DELTIDE FISHING & RENTAL TOOLS, INC.

New Orleans CAnal 1696
Harvey FIlmore 1-1644
Lake Charles HEmlock 9-9421

TOPS IN CREW BOATS

51' "EQUITY" Crew Boat

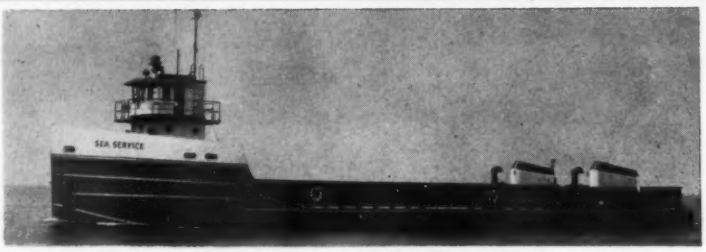
All Steel — Diesel
24 m.p.h. — Twin Screw

Built to A.B.S. and Coast Guard Requirements for carrying passengers for hire.

Supply Vessels — Tugs — Drill Tenders

Equitable Equipment Co., Inc.

410 Camp St. — Dept. R — New Orleans 12, La.



ARNOLD V. WALKER SHIPYARD

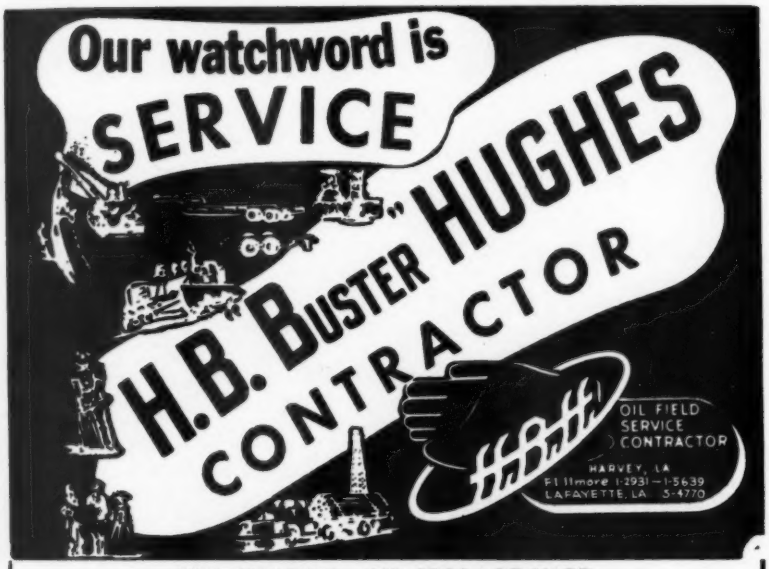
paces progress in offshore construction

This 135-ft. supply ship, the first of three being built by the Arnold V. Walker Shipyard for Sea Service, Inc., is a distinguished addition to the offshore fleet. Experience plus engineering and designing ability enables the Arnold V. Walker Shipyard to build anything for offshore use. If you are interested in one shipyard that can handle all your construction problems . . . call us!

ARNOLD V. WALKER SHIPYARD

Phone 1190 · PASCAGOULA, MISS. P. O. Box 352

Crew Boats — Tugs — Towboats — Barges — Dredges — Repairs — Marine Railway



PIPE COATING AND STORAGE YARD
LAFAYETTE, LOUISIANA

24 HOURS MARINE SERVICE
TO ALL SHIPS, TUGS AND OIL RIGS

MICHELETTI BROS.

Cameron, Louisiana

Provisions • Supplies • Machinery Spare Parts
Ropes • Paints

Galveston, Texas
1020 - 10th Street
Phone 3-1045

Cameron, Louisiana
P. O. Box 253
Phone PR 5-2385

Confirmation Try Scheduled For Breton Sound Block 1

A second attempt to confirm gas production in the Breton Sound Block 1 field off St. Bernard Parish is to be made by Republic Natural Gas Company.

The company will drill its No. 3 State Lease 2464 to 8,600 feet in Block 1 of the Breton Sound Area.

Field opener, the No. 1, flowed gas from pay sand topped at 7,400 feet. The No. 2 well was plugged and abandoned at 8,606 feet.

Lamson, Bennett & Cole Set Wildcat In Chandeleur Sound

Lamson, Bennett & Cole of Lafayette, Louisiana, will drill an 8,500-foot wildcat in Block 68 of the Chandeleur Sound Area, off St. Bernard Parish.

The prospector spots in a Phillips Petroleum Company lease about four miles northeast of the Block 69 field. The south portions of both Block 68 and Block 69 belong to The Texas Company.

Plaquemines Parish Tests Planned by Calco, CATC

The California Company and the CATC group have both staked wildcats off Plaquemines Parish, with the latter test now underway.

Continental (CATC) is drilling its No. 1 State Lease 1071-OCS 0150 as a 12,500-foot Miocene wildcat in Block 55 of the West Delta Area. The project is about six miles west of CATC's West Delta Block 53 field.

In Block 26 of the South Pass Area The California Company will drill its No. 1 Calco-Shell-Louisiana State 1010 to 11,500 feet. Calco's test is southeast of production in the South Pass Block 24 field.

Humble, SoTex Schedule Prospectors Off Galveston

Two wildcats on Stanolind Oil & Gas Company leases east of Galveston have been scheduled.

Humble Oil & Refining Company will drill its No. 1 Federal Block 141 in Block 141 of the High Island Area, 25 miles east of Galveston. Scheduled depth is 12,700 feet. It is one mile north of a 14,001-foot dry hole drilled earlier by Stanolind in the same block.

In State Tract 105, nine miles west of the Humble try, Standard Oil Company of Texas plans the 9,000-foot No. 1 State Tract 105. It is about two miles northeast of Stanolind's No. B-2 dry gas strike in Block 144 (L).

OFFSHORE LOCATIONS

TEXAS

Galveston County: Standard Oil Company of Texas 1 Federal 105, wildcat. Block 105 (L) High Island Area. Proposed depth 10,000 feet.

Galveston County: Humble Oil & Refining Co. 1 Federal Block 141, wildcat. Block 141 (L), High Island Area. Proposed depth 12,700 feet.

LOUISIANA

Cameron Parish: Anderson-Prichard Oil Corp. 1-A State Lease 1185-OCS 0305, wildcat. Block 39, East Cameron Area. Proposed depth 14,000 feet.

Cameron Parish: Pure Oil Co. 1-A State Lease 2760, wildcat. Block 2, West Cameron Area. Proposed depth 13,500 feet.

Cameron Parish: Magnolia Petroleum Co. 1-A State Lease 1136, wildcat. Block 55, West Cameron Area. Proposed depth 13,000 feet.

Cameron Parish: Magnolia Petroleum Co. 1-B State Lease 1154, West Cameron Block 110. Block 111, West Cameron Area. Proposed depth 13,000 feet.

Cameron Parish: Superior Oil Co. 1-C Bureau of Land Management OCS 0246, West Cameron Block 71. Block 101, West Cameron Area. Proposed depth not announced.

Cameron Parish: Superior Oil Co. B-2 Bureau of Land Management OCS 0247, West Cameron Block 71. Block 102, West Cameron Area. Proposed depth not announced.

Cameron Parish: Continental Oil Co. (CATC) 2-D OCS 0192 (State Lease 1658), West Cameron Block 193. Block 193, West Cameron Area. Proposed depth 14,000 feet.

Cameron Parish: The California Co. 1-A OCS 0541, wildcat East Cameron Block 160. Block 160, East Cameron Area. Proposed depth 8,000 feet.

Jefferson Parish: Continental Oil Co. (CATC) A-1 OCS 0175, (State Lease 1490), wildcat. Block 43, Grand Isle Area. Proposed depth 15,000 feet.

Jefferson Parish: Humble Oil & Refining Co. 5-F State Lease 797, Grand Isle Block 18. Block 9, Grand Isle Area. Proposed depth 12,500 feet.

Jefferson Parish: Humble Oil & Refining Co. C-3-D State Lease 802, Grand Isle Block 18. Block 19, Grand Isle Area. Permit to dually complete. Depth, 8,500 feet.

Jefferson Parish: Humble Oil & Refining Co. 1-J State Lease 797, Grand Isle Block 18. Block 9, Grand Isle Area. Proposed depth 10,000 feet.

Jefferson Parish: Continental Oil Co. (CATC) 1-A State Lease 933 (OCS 0124), Grand Isle Block 28. Block 28, Grand Isle Area. Proposed depth 16,000 feet.

Jefferson Parish: Continental Oil Co. (CATC) 3-A OCS 0133-State Lease 953, Grand Isle Block 47. Block 47, Grand Isle Area. Proposed depth 14,000 feet.

Jefferson Parish: Continental Oil Co. (CATC) 1-B OCS 0128 (State Lease 948), Grand Isle Block 47. Block 40, Grand Isle Area. Proposed depth 15,000 feet.

Jefferson Parish: Humble Oil & Refining Co. 1-K State Lease 804, Grand Isle Block 16. Block 23 Grand Isle Area. Proposed depth 10,500 feet.

Lafourche Parish: Gulf Refining Co. 1-C State Lease 1483, wildcat. Block 6, Bay Marchand Area. Proposed depth 12,500 feet.

Lafourche Parish: The California Co. M-3 Louisiana State 1367, Bay Marchand Block 2. Block 3 Bay Marchand Area. Proposed depth 4,100 feet.

Houston New York Rio de Janeiro Sao Paulo

ADAMS AND PORTER

ESTABLISHED 1907

INSURANCE

MARINE • CASUALTY • FIRE

Experienced brokers in offshore operations

Complete cover for all Risks

Cotton Exchange Building Phone CApitol 7-5181

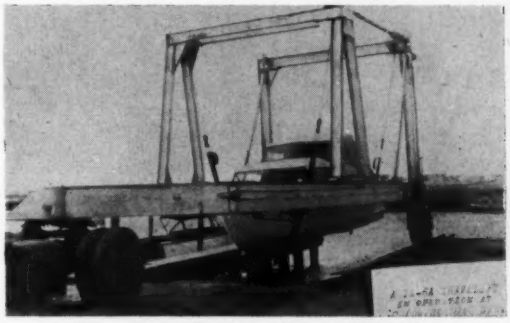
Cable address: Adport

HOUSTON, TEXAS

Market facilities:

Leading American Underwriters and Lloyd's of London

MARINE TRAVELIFT



Simple—Economical—Efficient

An overhead electric hoist on wheels capable of lifting and moving vessels up to 85 feet in length. Ideal for docking your crew and supply boat fleet. Available on a lease-purchase basis

Write us for details

CALVERT

MARINE SERVICES

330 International Trade Mart
New Orleans 12, La.

Telephone: TUlane 8131

SPECIALIZING IN MARINE ELECTRICAL NEEDS

ELECTRIC SUPPLY CO.

2312 Ave. C Galveston, Tex.

MAINTENANCE
SERVICE
REPAIR

Store Phone: 5-6351

Nights: 3-5202 or 5-5247

Geer Studio, Inc.

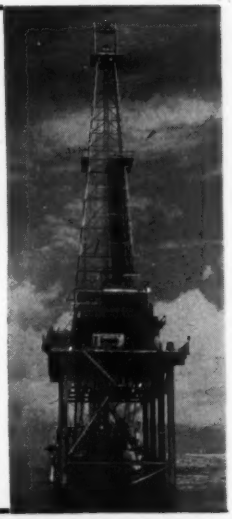
INDUSTRIAL PHOTOGRAPHY

We specialize in pictures for the oil industry — oil rigs, equipment and boats. Aerial photography, color and 16-mm. motion pictures.

Call Jack Beech

CA 7419

709 Royal Street
New Orleans 16, La.



Office: VErnon 5-8415
Nite: UN 6-6724
21-7-7188

Petroleum Distributing Co.

DIESEL FUEL . . . LUBE OILS

By Barge or Truck

New Orleans Louisiana

Barges Stationed at Venice, Leeville, Morgan City to Insure Prompt Service

The LINDA ANN, combination tug, passenger, and cargo carrier —evidence of Harms meeting the demands of offshore oil companies. This 65 foot vessel carries 25 passengers with storage for 6,000 gal. diesel and 7,000 gal. fresh water.

Setting the Standard . . .

FOR MARINE SERVICE

- TUGS
- BARGES
- FLOATING EQUIPMENT

Phone: 6-7424

Our experienced personnel have proven that they can solve all of your marine problems in Ocean, Coastwise and Inland Towing, Lightering, Salvage Work and Transportation in connection with OFFSHORE DRILLING OPERATIONS.

HARMS MARINE SERVICE, INC.

Marine Contractors
Orange, Texas

Lafourche Parish: The California Co. 1 Louisiana State 2724 et al, Bay Marchand Block 2. Proposed depth 8,950 feet.

Plaquemines Parish: The California Co. 1 State Lease 1263-OCS 0374, wildcat. Block 41, Main Pass Area. Proposed depth 10,000 feet.

Plaquemines Parish: Continental Oil Co. (CATC) 1 State Lease 1071 (OCS 0150), wildcat. Block 55, West Delta Area. Proposed depth 12,500 feet, to test the Miocene.

Plaquemines Parish: Republic Natural Gas Co. et al 3 State Lease 2464, Breton Sound Block 1. Block 1, Breton Sound Area. Proposed depth 8,600 feet.

Plaquemines Parish: Kerr-McGee Oil Industries, Inc., H-1 State Lease 1998, Breton Sound Block 20. Block 21, Breton Sound Area. Proposed depth 6,100 feet, to test the Miocene.

Plaquemines Parish: Shell Oil Co. 4 State Lease 2675, South Pass Block 20. Block 21, South Pass Area. Proposed depth 11,500 feet.

Plaquemines Parish: Humble Oil & Refining Co. 4-A State Lease 2729, South Pass Block 20. Block 20, South Pass Area. Proposed depth 8,000 feet.

Plaquemines Parish: The California Co. 1 Louisiana State 1922 et al Unit 16, South Pass Block 24. Proposed depth 8,850 feet.

Plaquemines Parish: The California Co. 1 Louisiana State 1923 et al Unit 7, South Pass Block 24. Proposed depth 8,770 feet.

Plaquemines Parish: Shell Oil Co. 9 State Lease 1007, South Pass Block 24. Block 23, South Pass Area. Proposed depth 10,500 feet.

Plaquemines Parish: Shell Oil Co. 30-B State Lease 1388, South Pass Block 24. Proposed depth 9,850 feet.

Plaquemines Parish: Shell Oil Co. 5 State Lease 999, South Pass Block 24, Block 12, South Pass Area. Proposed depth 8,300 feet.

Plaquemines Parish: Shell Oil Co. 6 State Lease 999, South Pass Block 24. Block 12, South Pass Area. Proposed depth 10,500 feet.

Plaquemines Parish: Shell Oil Co. 33 State Lease 1008, South Pass Block 24. Block 24, South Pass Area. Proposed depth 8,200 feet.

Plaquemines Parish: Shell Oil Co. 45 State Lease 998, South Pass Block 24. Block 11, South Pass Area. Proposed depth 10,000 feet.

Plaquemines Parish: Shell Oil Co. 10 State Lease 1007, South Pass Block 24. Block 23, South Pass Area. Proposed depth 8,350 feet.

Plaquemines Parish: The California Co. 1 Calco-Shell Louisiana State 1010, South Pass Block 26. Block 26, South Pass Area. Proposed depth 11,500 feet.

Plaquemines Parish: Shell Oil Co. 9 State Lease 1011, South Pass Block 27. Block 27, South Pass Area. Proposed depth 8,100 feet.

Plaquemines Parish: Shell Oil Co. 12 State Lease 1012, South Pass Block 27. Block 28, South Pass Area. Proposed depth 8,100 feet.

Plaquemines Parish: The California Co. 2 State Lease 2566, South Pass Block 41. Block 41, South Pass Area. Proposed depth 7,500 feet.

Plaquemines Parish: Phillips Petroleum Co. 1 (Main B) State Lease 2752, Main Pass Block 48. Main Pass Area. Proposed depth 12,000 feet.

Plaquemines Parish: Shell Oil Co. 10 State Lease 1357, Main Pass Block 69. Block 81, Main Pass Area. Proposed depth 8,100 feet.

Plaquemines Parish: The California Co. 12 State Lease 1277,

MARINE

RADAR—RADIOTELEPHONES
FM RADIO AND FATHOMETERS

SALES AND SERVICE
For crewboats, workboats, tugs and oil rigs

Mackay Radio and Telegraph Company, Inc.

459 St. Michael St.
HEmlock 2-3658
Mobile, Alabama

1748 Carondelet St.
CAnal 2448
New Orleans, Louisiana

300 Water St.
GA 5-7744
Galveston, Texas

Offices at all principal ports

Main Pass Block 69, Block 68, Main Pass Area. Proposed depth 9,000 feet.

Plaquemines Parish: The California Co. G-10 Louisiana State 1277, Main Pass Block 69. Block 68, Main Pass Area. Proposed depth 8,350 feet.

Plaquemines Parish: The California Co. 2-D State Lease 1069 (OCS 0385), West Delta Block 30. Block 29, West Delta Area. Proposed depth 10,000 feet.

Plaquemines Parish: The California Co. 4-C Louisiana State 1069 (OCS 0385), West Delta Block 30. Block 29, West Delta Area. Proposed depth 7,000 feet.

Plaquemines Parish: Continental Oil Co. (CATC) B-2 State Lease 971 (OCS 0139), West Delta Block 30. Block 45, West Delta Area. Proposed depth 10,500 feet, to test the Miocene.

Plaquemines Parish: Humble Oil & Refining Co. 1-H State Lease 820, West Delta Block 30. Block 31, West Delta Area. Proposed depth 10,500 feet.

Plaquemines Parish: Humble Oil & Refining Co. 1-L Humble-State Lease 820, West Delta Block 30. Block 31, West Delta Area. Proposed depth 10,500 feet.

Plaquemines Parish: Continental Oil Co. (CATC) 9 State Lease 979, West Delta Block 53. Block 54, West Delta Area. Proposed depth 10,500 feet.

Plaquemines Parish: Continental Oil Co. (CATC) 1-A State Lease 1072 (S/2 of Block 56), Block 56, West Delta Area. Proposed depth 14,000 feet to test the Miocene.

Plaquemines Parish: Continental Oil Co (CATC) 3-A State Lease 984 (OCS 0147), West Delta Block 59. Block 59, West Delta Area. Proposed depth 13,000 feet.

St. Mary Parish: Humble Oil & Refining Co. 2 OCS 0466, wildcat. Block 77, Eugene Island Area. Proposed depth 12,000 feet.

St. Mary Parish: Magnolia Petroleum Co. 7-K State Lease 691, Eugene Island Block 126. Block 119, Eugene Island Area. Proposed depth 7,000 feet.

St. Mary Parish: Magnolia Petroleum Co. 1-M State Lease 691, Eugene Island Block 126. Block 119, Eugene Island Area. Proposed depth 6,500 feet.

St. Mary Parish: Shell Oil Co. 2-B OCS 0478, Eugene Island Block 128. Block 116, Eugene Island Area. Proposed depth 12,000 feet.

St. Mary Parish: Phillips Petroleum Co. A-3 (Dome A) OCS 0472, Eugene Island Block 184. Block 184, Eugene Island Area. Proposed depth 11,000 feet.

Terrebonne Parish: Magnolia Petroleum Co. B-3 State Lease 770, Ship Shoal Block 113. Block 93, Ship Shoal Area. Proposed depth 11,000 feet.

Terrebonne Parish: Gulf Refining Co. 1-E OCS 0420, Ship Shoal Block 154. Block 154, Ship Shoal Area. Proposed depth 6,800 feet.

Terrebonne Parish: Gulf Refining Co. C-6 OCS-0420, Ship Shoal Block 154. Block 154, Ship Shoal Area. Proposed depth 7,000 feet.

Vermilion Parish: Pure Oil Co. State Lease 880, Vermilion Block 39. Block 39, Vermilion Area. Proposed depth 8,500 feet.

Vermilion Parish: Pure Oil Co. E-2 State Lease 868, Vermilion Block 39. Block 22, Vermilion Area. Proposed depth 10,000 feet.

The OIL SERVICE, 82-ft. all-purpose utility craft delivered to Sea Service, Inc., of Harvey, La.

- Complete Engineering & Building Service
- Marine Railway
- Dock Barges up to 220'

CSC **CALCASIEU SHIPBUILDING CORPORATION**

Northwest Corner Calcasieu River & Intracoastal Canal
P. O. Box 928 Sulphur, La.
Phone JUstice 3-7381 Night: JAckson 7-9002

STEEL BARGES

Thomas Jordan, Inc.

New Orleans, La. • CAnal 4391

Night • WA 0918-W • VE 5-0826 • AU 2382

METAL BUILDING PRODUCTS CO., INC.

Strong, Sturdy, Portable Platform Buildings

All steel, skid mounted, available in single and two story structures. Erected at our marine base on the Harvey Canal

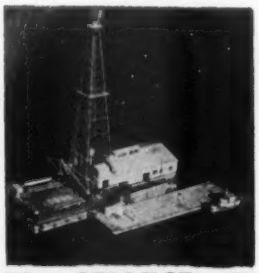
1937 Lafayette St.
New Orleans Phone RAymond 3242 Louisiana

Mac SAYS . . . TELL US
Your Electrical Equipment Needs . . .

— Surrette Marine Batteries
— Hose-McCann Marine Telephones
— Carlisle-Finch Searchlights
— Falk Couplings
— Russell & Stoll Fixtures
— Oil Field Equipment
— Motor Rewinding
— AC & DC Motors
— Marine Switchboards

McINTOSH ELECTRIC SUPPLY CO.
Telephone 5-2517 BEAUMONT, TEX. 4775 Port Arthur Rd.

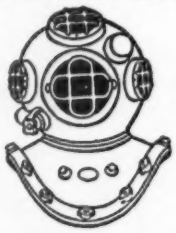
GM DIESEL POWER



GM DIESEL POWER

SALES—SERVICE—PARTS
DIESEL MARINE SERVICE
Harold L. Cooling, Owner
P. O. Box 558 Pres. 5-2500 Cameron, La.

FR. 4123—VA. 6647 Night: VA. 6647—FR. 8185



Serving the Gulf Coast Offshore

24 HOUR SERVICE

FROLICH BROS. MARINE DIVERS, INC.
BUCK FROLICH
New Orleans Office
605 ALVAR STREET

SPECIALISTS . . .
in Steel Fabrication

- CREW BOAT REPAIRS
- OIL FIELD CONSTRUCTION
- DIESEL ENGINE REPAIRS
- BOAT AND BARGE CONSTRUCTION AND DESIGN
- 50 AND 100 TON WAYS
- MACHINE AND ENGINE SHOP
- BUILDING SHED

Gulf Offshore Fabricators Inc.
212 Warwick Bldg., Phone: TUlane 0531
Phone: 5-5472, Golden Meadow, La.
F. J. RICHARDSON President EARL JEANSONNE Manager

OFFSHORE COMPLETIONS

TEXAS

Galveston County: Stanolind Oil & Gas Company 1 State Tract 105, wildcat. Block 105 (L), High Island Area. Location abandoned, re-staked by Standard Oil Company of Texas. (see locations)

Jefferson County: Magnolia Petroleum Co. A-6 Texas Gulf Tract 6, Block 10-L field. Plugged and abandoned at 12,502 feet. Operator perforated 5,611-20 feet and 7,530-41 feet.

Matagorda County: Shell Oil Co. 1 State Tract 487, Kain field. Dual Gas Strike. TD 7,990 feet. Perfs. 3,674-86 feet, Miocene G-3, estimated open flow 21 million CFGD. Perfs. 4,274-90 feet, Miocene G-2, estimated open flow 14.5 CFGD. Both dry gas. Located another dry gas sand 4,367-95 feet. State Tract 487 (S), Brazos Area.

Kleberg County: Standard Oil Co. of Texas 82 State Lease 952, Chevron field. Oil Discovery. TD 8,916 feet, perfd. 7,715-21 feet. PT 262 BOD on 10/64-inch choke. State Tract 952 (S), Mustang Island Area.

LOUISIANA

Cameron Parish: Mecom Petroleums 7-A State Lease 1133, West Cameron Block 45. Dual Oil Well. TD 10,122 feet. Perfs. 7,206-66 feet, PT 204 BOD on 10/64-inch choke. GOR 1,960-1. Gra. 41.2. Earlier completed as a strike through perfs. 9,266-70 feet, PT 274 BOD on 10/64-inch choke. Gra. 38. Block 45, West Cameron Area.

Cameron Parish: Superior Oil Co. 1-B Bureau of Land Management, wildcat. Oil Discovery. TD 13,339 feet in STH, perfd. 12,258-75 feet. IPF 92.4 BOD on 8/64-inch choke. Block 72, West Cameron Area.

Jefferson Parish: Humble Oil & Refining Co. C-6 State Lease 802, Grand Isle Block 18. Dual Oil Well. TD 9,607 feet. Perfs. 9,151-80 feet, IPF 695.5 BOD on 1/4-inch choke. GOR 1,149-1. Gra. 39.3. Perfs. 8,892-920 feet. IPF 228 BOD on 1/8-inch choke. GOR 587-1. Gra. 35.3. Block 19, Grand Isle Area.

Jefferson Parish: Continental Oil Co. (CATC) 2-A State Lease 953, wildcat. Dual Oil Discovery. TD 16,189 feet. Perfs. 10,494-5000 feet. IPF 581 BOD on 12/64-inch choke. GOR 496-1. Gra. 31.9. Perfs. 9,220-28 feet, IPF 176 BOD on 10/64-inch choke. GOR 508-1. Gra. 31.5. Block 7, Grand Isle Area.

Jefferson Parish: Humble Oil & Refining Co. F-4 State Lease 797, Grand Isle Block 18. Dual Oil Well. TD 10,495 feet. Perfs. 9,813-90 feet, IPF 206 BOD on 1/8-inch choke. GOR 400-1. Gra. 25.9. Earlier completed perfs. 10,105-70 feet for 154.8 BOD on 1/8-inch choke. Block 9, Grand Island Area.

Jefferson Parish: Humble Oil & Refining Co. G-5 State Lease 798, Grand Isle Block 18. Oil Well. TD 9,115 feet, perfs. 8,548-83 feet. IPF 234.96 BOD on 1/8-inch choke. GOR 617-1. Gra. 35.2. Block 10, Grand Isle Area.

Lafourche Parish: The California Co. L-13 Louisiana State 1366, Bay Marchand Block 2. Dry hole. TD 5,330 feet. Block 3, Bay Marchand Area.

FARMER'S MARINE COPPER WORKS, INC.
MARINE & INDUSTRIAL ENGINEERS & FABRICATORS
DEPENDABILITY — SERVICE — QUALITY . . . FOR 36 YEARS
TELEPHONE: Galveston 5-5749, Houston CA 8-5957
1908 Strand, Galveston

EXPLORATION VESSELS . . .

DANTZLER BOAT RENTAL CO.
P. O. Box 377 Pascagoula, Miss.

Lafourche Parish: The California Co. 1-M Louisiana State 1366, Bay Marchand Block 2. Dry Hole. TD 5,330 feet. Block 3, Bay Marchand Area.

Lafourche Parish: The California Co. 1-M Louisiana State 1367. Bay Marchand Block 2. Gas Well. TD 4,927 feet, perfd. 3,654-76 feet. IPF 750 MCFGD on 10/64-inch choke, dry gas. Block 2, Bay Marchand Area.

Plaquemines Parish: Continental Oil Co. (CATC) 1 State Lease 987, wildcat. Dry Hole. TD 13,976 feet. EL 11,039 feet, rec 17 of 19 SW cores on log; EL 12,001 feet, rec 27 of 29 SW cores on log; EL 12,890, 13,535, and 13,976 feet.

Plaquemines Parish: The California Co. 4 Louisiana State 2589, South Pass Block 5. Oil Well. TD 10,008 feet, perfd. 8708-716 feet. IPF 250 BOD on 9/64-inch choke. GOR 768-1. Gra. 37.5. Block 5, South Pass Area.

Plaquemines Parish: Humble Oil & Refining Co. 2-A State Lease 2716, South Pass Block 20. Shut-in Gas-Distillate Well. Block 20, South Pass Area. TD 12,800 feet, perfs. 11,567-570 feet. IPF 12.24 BCD and 957,000 CFGD on 1/8-inch choke. Block 20, South Pass Area.

Plaquemines Parish: Shell Oil Co. 32 State Lease 1008, South Pass Block 24. Dry Hole. TD 10,005 feet. Block 24, South Pass Area.

Plaquemines Parish: Shell Oil Co. B-3 State Lease 1008, (OCS 0350) Block 24, South Pass Block 27. Dry Hole. TD 8,100 feet. Block 24, South Pass Area.

Plaquemines Parish: Shell Oil Co. 6 State Lease 1011, South Pass Block 27. Dry Hole. TD 2,500 feet. Block 27, South Pass Area.

Plaquemines Parish: The California Co. 1 Louisiana State 2868, West Delta Block 27. Temporarily Abandoned. TD 11,-121 feet. Block 26, West Delta Area.

Plaquemines Parish: The California Co. 1-D Louisiana State 1069-OCS 0385, West Delta Block 30. Oil Well. TD 13,264 feet, perfd. 8,299-306 and 8,280-95 feet. IPF 216 BOD on 9/64-inch choke. GOR 356-1. Gra. 32. Block 29, West Delta Area.

Plaquemines Parish: Humble Oil & Refining Co. 1-K Humble Oil & Refining Co. 1-K Humble-Shell State Lease 1064-OCS 0365-Block 20, West Delta Block 30. Dry Hole. TD 14,220 feet. Set seven-inch 14,011 feet. Top of salt 14,093 feet, ran log, abandoned. Block 20, West Delta Area.

Plaquemines Parish: Continental Oil Co. (CATC) B-1 State Lease 970 OCS 0138-Block 45, West Delta Block 30. Shut-in Gas Well. TD 14,093 feet, perfd. 7,284-86 feet. IPF 2.3 million CFGD, dry gas, on 1/4-inch choke. Block 45, West Delta Area.

Plaquemines Parish: Shell Oil Co. 37 State Lease 1961, Main Pass Block 35. Location Abandoned. Block 35, Main Pass Area.

Plaquemines Parish: Shell Oil Co. 12 State Lease 1355, Main Pass Block 69. Oil Well. TD 8,300 feet, perfd. 8,160-65 feet. IPF 221 BOD on 8/64-inch choke. GOR 688-1. Gra. 34. Block 80, Main Pass Area.

Plaquemines Parish: The California Co. 9-G State Lease 1277, Main Pass Block 69. Oil Well. TD 8,690 feet, perfd.

Phone: YUkon 2-5240
Port Arthur — Texas

24 hour a day service

MAGNETIC COMPASS ADJUSTING
CREWBOATS TO OCEAN LINERS

Capt. J. F. Vandegrift
Master Mariner-Oceans
Box 28, Port Arthur, Texas

Work Area—
Corpus Christi to
Morgan City, La. and
all ports between

McGuire Marine Divers

Robert J. McGuire

Insurance Coverage
24-Hour Service Anywhere

Specializing In
RIVER CROSSINGS AND
OFFSHORE OPERATIONS

Phone VErnon 3-8221
VErnon 5-2123 VErnon 5-0261
412 Arlington Drive Metairie, Louisiana

ANCHORS and ANCHOR CHAIN

BALDT "DI-LOK"

FORGED STEEL

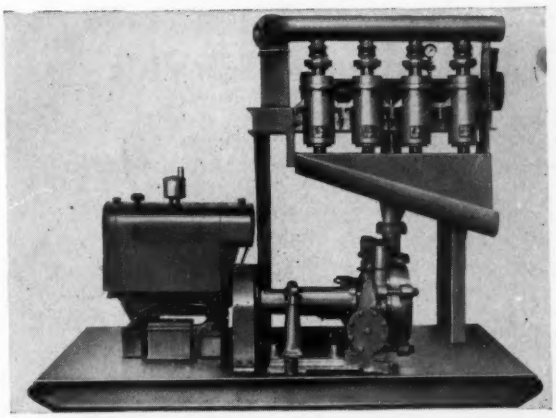
"The strongest anchor chain known"

There's no equivalent to DI-LOK; each link die-forged with stud as an integral part; uniform link shape; longer life and greater strength; rust and corrosion proofed.

New, used and reconditioned Anchors and Chains — all types, sizes and makes for EVERY need — available for shipment from stock.

BALDT
ANCHOR, CHAIN & FORGE DIVISION
of
The Boston Metals Company
P. O. BOX 350 — CHESTER, PA.

Substantial stock maintained by
DREYFUS SUPPLY AND MACHINERY CORP.
2122 Kentucky St. New Orleans, La.



The DORRCO MUD D-SANDER

A new device for removing sand and abrasive solids from drilling mud.

- Up to 20% faster drilling
- Increases bit footage
- Greatly reduces pump maintenance
- Casing runs easier

For full information, write

SWACO SALT WATER CONTROL, INC.
A Sid Richardson Development Company
1211 Ft. Worth National Bank, Ft. Worth, Texas

SPEED SAFETY . . .

In a 29-foot stock hull with diesel power.

Converted for a major oil company, this 29-foot Chris-Craft cruiser with double-plank bottom has a cruising speed of 18 mph . . . and is the first completely successful conversion of a 29-foot stock model to diesel power.

For conversions, repairs, motor installations, haulouts, call—

CLEAR CREEK BOAT YARD

J. M. Sharp — Phone Bacliff 2219 — KEMAH

E. R. Elwood — Night phones: La Porte 8691, Bacliff 2219 — TEXAS

Mobile Towing & Wrecking Co.

MOBILE 4 ALABAMA

Harbor and Deepsea Towing

TUGS

David R. Dunlap, Jr. • Joseph M. Walsh • Richard Walsh

Colonel • Commodor • Commander • Barlow

CABLE ADDRESS—"MOBTOW" MOBILE

P. O. Box 512 — Phone HEmlock 3-6591

PROPELLER SERVICE

Sales

Engineering

For prompt, friendly assistance with your propeller problems call, wire or write

L. L. WALKER COMPANY

WAlnut-1-5333 — Houston 12, Texas

P. O. Box 5158

Serving Southern California

Transportation for Offshore Operations

Long Beach, Calif.
Pier 2, Berth 54
HEmlock 6-9201

Santa Barbara, Calif.
213 W. Canon Perdido

Coastal Marine Transport

COMPANY

8,152-69 fet. IPF 220 BOD on 9/64-inch choke. GOR 502-1. Gra. 34. Block 68, Main Pass Area.

Plaquemines Parish: The California Co. 8-G State Lease 1277, Main Pass Block 69. Oil well. TD 6,300 feet, perfd. 6,140-62 feet. IPF 151 BOD on unreported choke. GOR nil. Gra. 34. Block 68, Main Pass Area.

St. Mary Parish: Magnolia Petroleum Co. 5-K State Lease 691, Eugene Island Block 126. Dual Oil Well. TD 7,200 feet. Perfs. 7,071-77 feet, IPF 257 BOD on 10/64-inch choke. GOR 584-1. Gra. 37.6. Perfs. 6,136-48 feet, IPF 330 BOD on 10/64-inch choke. GOR 476-1. Gra. 37.2. Block 119, Eugene Island Area.

St. Mary Parish: Shell Oil Co. 1-B OCS 0478. Eugene Island Block 128. Oil Well. TD 7,906 feet, plugged back, perfd. 6,920-38 feet. IPF 210 BOD on 9/64-inch choke. GOR 737-1. Gra. 42.4. At TD 12,358 feet hit salt water and gas flow. Block 116, Eugene Island Area.

Terrebonne Parish: Kerr-McGee Oil Industries, Inc., D-1 State Lease 749, Ship Shoal Block 28. Temporarily Abandoned. Location. Block 27, Ship Shoal Area.

Terrebonne Parish: Magnolia Petroleum Co. 2-B State Lease 770, Ship Shoal Block 113. Dry Hole. TD 13,042 feet. Perfd. 4,970-80 feet. Block 113, Ship Shoal Area.

Terrebonne Parish: Gulf Refining Co. A-5 Block 154 OCS 0419, Ship Shoal Block 154. Dry Hole. TD 5,910 feet. Well ST and cased off at 2,760 feet for A-6 hole. Block 150, Ship Shoal Area.

Terrebonne Parish: Gulf Refining Co. A-6 Block 154 OCS-0419, Ship Shoal Block 154. Oil Well. TD 5,960 feet, perfd. 5,602-28 feet. IPF 160 BOD on 9/64-inch choke. GOR 371-1. Gra. 30.8. Block 150, Ship Shoal Area.

Terrebonne Parish: Gulf Refining Co. 4-C OCS 0420, Ship Shoal Block 154. Oil Well. TD 9,380 feet, perfd. 8,104-12 feet. IPF 193 BOD on 9/64-inch choke. GOR 398-1. Gra. 33. Block 154, Ship Shoal Area.

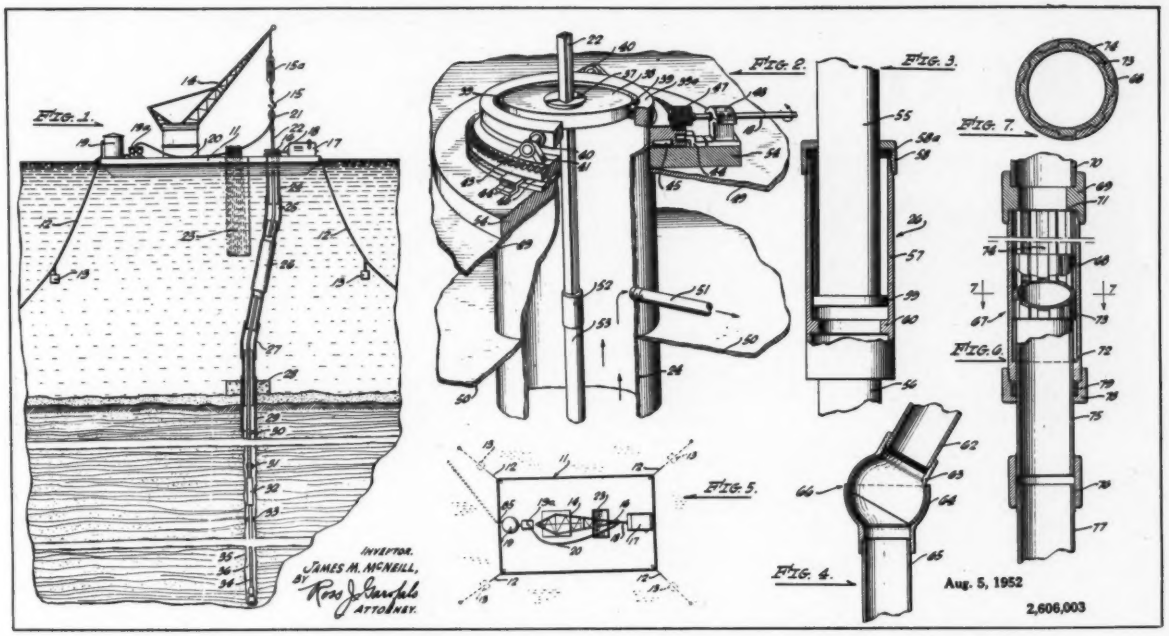
Terrebonne Parish: Gulf Refining Co. 1-F OCS 0453, Ship Shoal Block 154. Dual Discovery. TD 10,306 feet. Perfs. 9,792-800 feet, IPF 95 BOD on 8/64-inch choke. GOR 10,570-1. Gra. 42. Perfs. 8,734-46 feet, IPF 203 BOD on 10/64-inch choke. GOR 456-1. Gra. 35.9. Block 130, Ship Shoal Area.

FINER FOODS FOR MARINE OPERATORS

Truck Delivery from Venice to Cameron

GALLEY STORES & SUPPLY CO.

Morgan City, La. — Tel. 2605



These drawings, and the explanation below, describe one inventor's suggested technique for drilling afloat.

U.S. Patent 2,606,003

A Floating Barge Drilling Method

Making hole from barges anchored but otherwise unattached to the bottom was suggested in 1948

DRILLING from floating barges anchored — but not otherwise attached—to the ocean floor has become common off California in recent months.

As long ago as 1893 (U. S. Patent 496,729) inventors were working on means of neutralizing wave action to enable drilling beneath water bottoms.

In 1948, James M. McNeill of Placentia, California, applied for a patent on one method of drilling from a floating barge. The patent, U. S. No. 2,606,003, was issued August 5, 1952, and he assigned it to Union Oil Company of California. This is:

HOW IT WORKS

FIGURE 1 shows barge, **11**, anchored by lines, **12**. Counterweights, **13**, increase stability. On barge are guyed mast, **14**, pulley hook, **15**, mud tanks, **19**, mud pumps, **19a**, mud lines, **20**, pipe rack, **23**, power source, **17**, rotary table, **16**, and conductor tube, **24**, between barge and pipe, **29**, anchored in formation by concrete block **28**.

Vertical storage of drill pipe, **23**, helps stabilize the barge. Conductor tube, **24**, has flexible joints, **25** and **27**, and extensible joint, **26**, to compensate for shifting.

Drill string, **30**, has a splined sub, **32**, inserted in the string by collar joints **31** and **33**. The splined sub divides the drill string into two sections. The upper section is principally supported by the mast, **14**. The lower section rests on drill bit, **34**, and provides substantially constant loading.

As the barge shifts the splined sub expands and contracts to prevent vertical movement of the lower section of the drill string. Torque is continuously transmitted between the upper and lower sections during extension and contraction.

FIGURE 2 is a cutaway view of the rotary table. Conductor, **24**, extends through the drilling platform, **54**, deck, **49**, and hull, **50**. The drilling table, **38**, is suspended within torque ring, **39a**, by bearings, **39** —and, in turn, torque ring, **39a**, is suspended by bearings, **40**, in journals, **41**—to provide free movement of the drilling table about two perpendicular suspension axes. Journals, **41**, are mounted on ring gear, **43**, which is driven by meshing gear, **47**, on power shaft, **18**.

When the barge shifts, inclination of the kelly, **22**, at bushings, **37**, is accommodated by self-adjustment of drilling table, **38**, and its couplings through bearings, **39**, torque ring, **39a**, bearings, **40**, and journals, **41**. Torque exerted on the kelly therefore is substantially about its longitudinal axis.

FIGURE 3 shows a slip joint, with annular ring, **59**, on the lower end of sliding member, **55**. The annular ring moves in sheath, **57**, between constriction, **60**, and seal ring, **58**.

In FIGURE 4, a ball and socket joint, movement of inner spherical member **63** within outer member **64** permits pipe, **62**, to incline relative to pipe, **65**.

FIGURE 5 is a plan view of FIGURE 1.

In FIGURES 6 and 7—showing a splined sub—sheath, **68**, is internally splined with longitudinal splines, **74**, which engage splines of annular ring **73**, attached to the upper end of sliding member **75**. The annular contact between seal ring, **78**, and sliding member, **75**, is sealed by packing gland, **79**.

BREAUX

EQUIPPED
OILFIELD WORK BOATS

This
PUSHER TYPE BOAT
. . . measures 40' x 14' x 3½' draft.
All welded steel hull and cabin.

•

ROY BREAUX'S
Marine Service Co.

of Lorcauville, Louisiana
Phone EMerson 4-7852

Oil Man's Calendar: 1956

JULY

9-11 American Gas Association, American Petroleum Institute, Canadian Petroleum Association, committees on natural gas reserves, Banff, Alberta

17-27 Program on Recent Advances in Catalytic Polymerization, Massachusetts Institute of Technology, Cambridge, Mass.

AUGUST

2-4 Rocky Mountain Mineral Law Foundation, Second Annual Institute, University of Colorado, Boulder

27-29 Sixteenth Annual Gas Measurement Short Course, West Virginia University, Morgantown, W. Va.

SEPTEMBER

9-12 Independent Natural Gas Association of America annual membership meeting, St. Anthony Hotel, San Antonio, Texas

11-13 Pacific Coast Gas Association, annual meeting, Coronado, Calif.

13-15 Chemical Institute of Canada, third Western Regional Conference, Edmonton, Alberta

17-21 Instrument Society of America, eleventh annual international instrument-automation conference and exhibit, New Coliseum, New York City

20-21 Western Petroleum Refiners Association, regional technical-industrial relations meeting, Hotel Henning, Casper, Wyo.

20-21 Mid-Continent Oil and Gas Association, Louisiana-Arkansas division, annual membership meeting, Roosevelt Hotel, New Orleans

24-26 American Society of Mechanical Engineers, petroleum mechanical engineering conference, annual meeting, Statler-Hilton Hotel, Dallas

26-28 Rocky Mountain Mineral conference, American Institute of Mining, Metallurgical & Petroleum Engineers, Newhouse Hotel, Salt Lake City

OCTOBER

2-3 Texas Mid-Continent Oil and Gas Association, thirty-seventh annual meeting, Rice Hotel, Houston

7-9 American Association of Oil Well Drilling Contractors, annual meeting, Texas Hotel, Fort Worth

14-17 American Institute of Mining, Metalurgical & Petroleum Engineers, Petroleum Branch, fall meeting, Biltmore Hotel, Los Angeles

United Gas Offers Fellowship In Engineering Oceanography

The Department of Oceanography of the Agricultural & Mechanical College of Texas has announced the United Gas Fellowship in Engineering Oceanography. The fellowship has a stipend of $2,400, with an additional $600 for expenses, and is for one year beginning each September.

It is open to students wishing to do work on an advanced degree in physical and engineering oceanography. Further information can be obtained from the Department of Oceanography, College Station, Texas.

PROFESSIONAL LISTING

TUCKER, JACKSON & CO.

CONSULTING PETROLEUM ENGINEERS

SPECIALIZING IN OFFSHORE DRILLING EQUIPMENT

2009 FANNIN ST. HOUSTON 2, TEXAS

National Soil Services

Consulting Engineers

Soils — Foundations — Ground-Water
Soil Borings — Laboratory Tests
Foundation Analyses
For Offshore Structures

6134 Almeda Houston, Texas
JA 3-6255

840 Union Street RAymond 6195 New Orleans, La.

BEDELL & NELSON

Consulting Engineers
DESIGN — SUPERVISION — REPORTS
Bridges, Docks, Buildings, Foundations, Marine Structures
Power Plants, Roads and Railroads, Shops, Utilities

Eustis Engineering Company

Consulting Foudation Engineers
Borings — Test — Analyses
for Offshore Structures
3635 Airline Highway VE-5-8476 New Orleans, La.

FREDERIC R. HARRIS, INC.
Consulting Engineers

Reports - Evaluations - Analyses
Design and Construction Supervision
Piers - Wharves - Floating Dry Docks
Graving Docks - Ship Repair Yards
Marine Installations
Power Plants

27 William St., New York 5 - 1915 Tulane Ave., New Orleans

ROBERT H. MACY

Naval Architect and Marine Engineer

Designs *Estimates*
Reports *Consultation*

Specializing in Work Boats and
Floating Equipment for Offshore Drilling

Phone 2304 P. O. Box 481
Pascagoula, Mississippi

USE THIS CARD

To Subscribe to

Offshore

. . . and let us bill you later.

$2.00 FOR 1 YEAR . . .
$3.00 FOR 2 YEARS
. . . $3.00 1 YEAR FOREIGN,
$5.00 2 YEARS

USE THIS CARD

To Subscribe to

Offshore

. . . and let us bill you later.

$2.00 FOR 1 YEAR . . .
$3.00 FOR 2 YEARS
. . . $3.00 1 YEAR FOREIGN,
$5.00 2 YEARS

When you need—

BOATS

for

EXPLORATION-PRODUCTION

write, wire or call

GARDIN
MARINE SERVICE, INC.

D. R. "Doc" Gardin
P. O. Box 1087
Bayou La Batre, Ala.
Phone 2874

K. "Kenny" Cole
1217 Confederate
Houston, Texas
HOmestead 5-6079

ATTENTION SUPERIOR AND CLEVELAND ENGINE OWNERS

We can save you several thousand dollars of expense when your PTD or G 510 Superior blocks are leaking water at the bottom liner seals or when the top liner gasket seat is cracked. By having portable equipment, and by removing only pistons, cylinder heads and manifolds, your down time is cut to a minimum. For further information call or write COASTAL CASTING SERVICE, 2903 Gano, Houston, Texas, Phone CA 8-7885, Nites ME 5-0391.

REDUCTION GEARS

New MG 126 Clutch and Reduction gears 3.12:1 and 2:1.

DIESEL ENGINES AND PARTS

New, surplus, spare parts for GM268A, GM-278A and GM 567. Includes most all major and minor parts.

AL EPSTEIN, INC.

Most Anything in Marine Supplies

Ph. Ra. 5526 - Ca. 5141 — P. O. Box 1239
1226 St. Thomas St., New Orleans 10, La.

FANS AND BLOWERS

New, port hole fans 115V DC $18.50. 12", 16" fans 115V DC used, good running condition, guaranteed $10.00 and $12.50. DC Blowers, Axial flow and squirrel cage, Shipboard cable and electrical fixtures, magnetic starters, Bells, Sirens, etc.

AL EPSTEIN, INC.

Most Anything in Marine Supplies

Ph. Ra. 5526 - Ca. 5141 — P. O. Box 1239
1226 St. Thomas St., New Orleans 10, La.

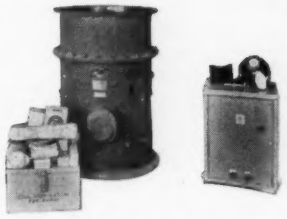
FOR SALE AND CONVERSION

Steel hull 130' x 40' x 14' suitable for offshore drilling supply boat. Will convert and deliver to gulf area early summer. Drawings available for original hull and suggested conversion. Ample steel available. Write or call Hans Hansen Welding Co., Inc., 2824 Summit Street, Toledo 11, Ohio. Telephone Express 1621.

FOR SALE—12,000 carbon brushes for 1375 HP G.E. submarine motors and 300 KW 230 V DC Generators, New Original Spares.

75¢ each in quantities of 1-999
65¢ each in quantities of 1000 up
Electrical Equipment for Offshore Operations
OWESEN, 1030 Constance St.,
New Orleans, MA 3925

MARINE EQUIPMENT FOR SALE



Axial Flow Fans

4000 CFM—A4D1W5—std. stock #512389; mfg. by B. F. Sturtevant Co. MOTOR: Stab. shunt 4/1.7 HP 115 VDC—32/15 amps—1750/1310 RPM—type SK — Frame 43F — waterproof. STARTER: Size 2 class 6311-S2I—115 VDC—start & stop button on door. RHEOSTAT: Style #1312859—130 ohms—1.9/0.9—250 volts. DIMENSIONS: ID 22⅛"—length 35-5/8"—bolt circle 24½". FANS COMPLETE WITH ABS SPARES FOR MOTOR & CONTROL.

ALSO FOLLOWING SIZES WITH CONTROLS

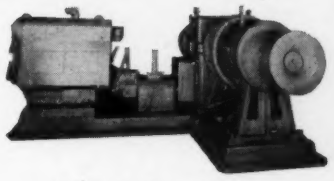
3000 CFM — American Blower A3D1W5 — 1710/1350 RPM—3 HP(1)115 VDC—21⅛" ID—36-5/8" long.

6000 CFM — American Blower A6D1W5 — 1750/1310 RPM—5 HP 115 VDC—27⅛" ID—37-¾" long.

8000 CFM — Buffalo Forge Co. A8D1W6 — 1710/1150 RPM—6 HP 115 VDC—27¼" ID—37¾" long.

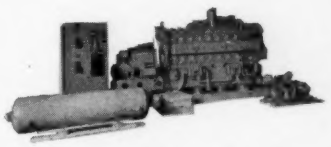
12000 CFM — American Blower A12D1W5 — 1710/1350 RPM—10 HP 115 VDC—29¼" ID—45-7/8" long.

35000 CFM—L. J. Wing A35D2W1—1290 RPM—14.5 HP 230 VDC—42" ID—42" long.



1½" Anchor Windlass

Horizontal—2 wildcats—for 1½" stud link chain—capacity two 3200 lb. anchors, each with 30 fathoms of chain @ 40 FPM. Complete with Waukesha 36 HP gasoline engine. Diesel engine can be substituted.



GM 200 KW Generators

(3) These engines have been completely overhauled by the U.S. Navy and are complete in very detail. Units complete with deadfront type control panel for generator; motor-driven air compressor; air tank; and all accessories. ENGINE: Model 8-268A GM 6½x7—8 cyl.—1200 RPM—air starting. GENERATOR: 200 KW—250 KVA—440/3/60—1200 RPM—Westinghouse—with direct connected exciter.

A.C. & D.C. Diesel Generator Sets

A.C. SETS

(3) 200 KW G.M. model 8-268A—8 cyl.—air starting—6½ x 7—heat exchanger cooled—driving Westinghouse generator — 200 KW 440/3/60—1200 RPM—with direct connected exciter and complete with panel board for generator, engine starting air compressor and starting air tanks. Reconditioned by U.S. Navy. Units in excellent condition. Price on request.

(1) 125 K.V.A.—100 KW—480/3/60—1200 RPM—radiator and fan belt assembly. All set up on pre-fab sub-base. Engine model 36A5½AE—160 HP—1200 RPM—#822541—engine mfg. by Fairbanks-Morse. Electric starting. GENERATOR: F.M. 100 KW—480/3/60— 1200 RPM—Frame J.F.20D—drip-proof construction—120 volt DC excitation. RECENTLY REMOVED FROM NAVY SHIP—good condition—$4750.00.

Gen. Distribution Panels

New surplus 100 KW 115/230 VDC 3-wire switchgear—originally built for use on LST type vessel to operate 3 diesel generators of G.M. or Superior manufacture.

Submarine Motors

1375 HP—415 volts—1375 RPM—with coolers.

(40) NEW AND TEST RUN ONLY—BUILT 1953 20 KW—120/208—3 phase 60 cycle 1800 RPM 4-wire ball-bearing E.M. generators with voltage regulator. Excitation 0.75 KW—62.5 volts—12 amps. ENGINE: Sheppard Model 6D—4½ x 5—3 cyl.—radiator cooled—212.8 cubic inch displacement—self-contained fuel tank—steel I-Beam base—12 volt heavy duty starter. Full generator rating 5000 to 8000 ft. Above 8000 ft., loss of 3% per 1000 ft. BARGAIN PRICE $2095 EACH!

D.C. SETS

30 KW—120 volt DC—Sheppard model 12—6 cyl.—4 x 6—50 HP at 1200 RPM—continuous full load rating—radiator cooled—built to ABS & AIEE #45—class A insulation—electric starting. GENERATOR: 30 KW—120 volts DC—250 amps—shunt wound—40° rise.

Net Layer Winches

(2) from net layers. Capacity 1200' 1¼" cable. Drums complete with dog clutch and fairlead for proper spooling of wire. Units have prefab sub-base for diesel installation.

LST Stern Anchor Windlass

(2) units—complete with controls

THE BOSTON METALS CO.

313 E. Baltimore St., Baltimore 2, Md. **Curtis 7-5050**

FOR SALE! FOR RENT! FOR LEASE! WANTED! CLASSIFIED!

FOR SALE—Four "Sea Mule" Murray and Tregurtha propulsion units. 225 hp GM's. Rebuilt. Barges. Two LST stern anchor winches. One 315 CFM Chicago Pneumatic compressor. Marine engines. B. A. Hoffman, Phone night or day UNderwood 2-9687, 6016 Feagan Street, Houston 7, Texas.

FOR RENT—Riverfront site with dock, Berwick, La., available Sept. 16. Presently occupied by Pure Oil Co. J. J. Hebert, 1005 Federal Ave., Phone 2264, Morgan City, La.

FOR SALE

ANCHOR WINDLASSES

Sizes: ¾" Through 1⅛"
Stud Link Chain
Powered by AC or DC
Gasoline or Diesel

ROUNTREE MACHINERY COMPANY

Machinery and Equipment for Industry
Phone: Mission 9-2709
5007 Telephone Road Houston 17, Texas

Roustabout crews for offshore work. Complete insurance coverage to meet major company requirements.

DONOHUE MARINE SERVICE

P. O. Box 554 Phone 2453
1115
Abbeville, Louisiana

FOR SALE

MARK XIV

Sperry Gyro-Compass

including . . . . . .

1 Master Compass

1 repeater compass (bulkhead mounted)	1 repeater compass (pedestal mounted)
1 control panel	1 voltage regulator
1 amplifier panel	1 motor generator

Excellent condition—removed from LST's and packed under supervision of Sperry Company personnel

Rountree Machinery Company

Machinery and Equipment for Industry
Phone: Mission 9-2709
5007 Telephone Road Houston 17, Texas

SUCTION HOSE

Unused oil suction and discharge hose. Neoprene and Metallic, 4", 6", 8", with standard flanges or couplings.

AL EPSTEIN, INC.

Most Anything in Marine Supplies

Ph. Ra. 5526 - Ca. 5141 — P. O. Box 1239
1226 St. Thomas St., New Orleans 10, La.

SERVICE EQUIPMENT CO., INC.

The House of Service

AUTHORIZED AGENTS FOR:
Brodie Meters
Evertite Quick Couplings
Gorman Rupp Oil Pumps
Hannay Hose Reels
Hewitt Oil Hose
Tokheim Pumps
McDonald Brass Goods

1515 Tchoupitoulas St.
NEW ORLEANS, LA.
Phone RAymond 0692

For Sale

A-126 Emsco Jackknife Rig

W. C. Fatjo, INC.

Ph. CEnter 5-6137 P.O. Box 414
Lafayette, Louisiana

The Hurricane Watch . . .

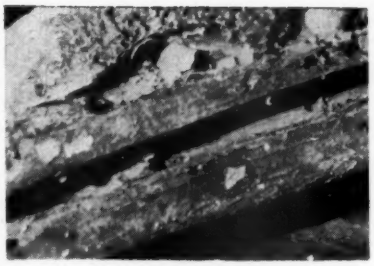
(continued from page 20)

Flossy and her bevy of destructive friends.

When a suspicious area is located, ships passing through that vicinity are asked to transmit weather data. Reconnaissance planes may then be sent to look things over.

Early and late season tropical storms are usually born off the coast of Mexico, near Vera Cruz. In the middle of the season the worst storms of all start in the Caribbean Sea.

But, the record killer hurricane—which struck Galveston in 1900 and killed 6,000 people—was given birth just off the coast of Africa.



Close-up of shipworm damage. Because they enter through a small hole which is never enlarged, it is difficult to see the extent to which a board is weakened by marine borers.

Nature's Turbodrills . . .

(continued from page 46)

hatched larvae, or spat, swim free in the water for a few days they must find a piece of wood to bore in or they die. These larvae are so small that their swimming doesn't get them very far, but the tides and currents help distribute them so that it is almost impossible for untreated wood to escape attack in an infested area. Soon after the spat set, they enter the wood by boring a hole from 0.008 to 0.1 inch in diameter.

Drill bits . . . The pair of shells that make up the drill bit at the head end of the shipworm have rasp-like surfaces. A muscle attached to the shells brings them into place against the wall of the burrow. The animal then uses water presure to swell the front part of the body tightly against the burrow. This holds the shells in position while another muscle swings them apart in the cutting stroke. The shipworm then rotates its head slightly and brings the drill bit into position for another stroke.

In this way each shipworm bores into the wood, making a home for itself, but destroying the wood in the process. They never enlarge the surface hole so that even heavily infested wood may look sound to casual observation. The wood scrapings are actually used as food, supplemented by tiny plants and animals that are strained out of the water which is pumped through the gill chamber.

In spite of the hundreds of millions of dollars that have been spent for protective measures their relative ineffectiveness is shown by the numbers of marine structures that must be repaired or replaced each year. Really effective countermeasures will come only from intensively increased research into the life and habits of *Teredo* and *Bankia* to find their weak spots which can be most effectively attacked without damage to other marine life.

ADVERTISERS' INDEX

Adams & Porter 63
Alexander Shipyard 56
AGENCY—A. M. Simcock, Adv.
Amercoat Corp. ..... 38 and 39
AGENCY—Anderson-McConnell Adv. Agency
Arnold V. Walker Shipyard 62
B & B Mud & Warehouse Corp. 32
B & B Towing Co. 32
B & B Tug & Barge Co. 32
Baldt Anchor, Chain & Forge Division 67
AGENCY—R. E. Lovekin Corp.
Baroid ..... front cover
AGENCY—Rittenhouse & Co.
Bedell & Nelson 70
Berwick Bay Shipyard Co. 60
Boehck Engineering Co., Inc. 61
Bollinger Machine Shop and Shipyard 32
Boston Metals Co. 71
AGENCY—Maurice Chessler Co.
Brazos Engineering Co. 37
Breaux's, Roy, Marine Service 70
Byers, A. M. Co. 7
AGENCY—Ketchum, MacLeod & Grove, Inc.
Calcasieu Shipbuilding Corp. 65
Calvert Marine Service 63
Cathodic Protection Service 54
AGENCY—Charles Crosson and Co.
Cenac Towing Co. 55
Clear Creek Boat Yard 68
Cleaver-Brooks Co., Special Products Division 3
AGENCY—Klau-Van Pietersom-Dunlap, Inc.
Clyde Iron Works ..... inside front cover
AGENCY—Graves & Associates
Coastal Casting Service 71
Coastal Marine Transport Co. 68
AGENCY—Girard Adv. Agency
Coastwide Service, Inc. 30
AGENCY—Sewell, Caire & Radlauer, Inc.
Continental Supply Co. 16
AGENCY—Ruthrauff & Ryan, Inc.
Corrosion Rectifying Co. 48
AGENCY—Brennan, McGary, Robinson & Tron, Inc.
Cortney Co., The 60
Crescent Battery & Light Co. 58
Crescent Towing & Salvage Co. 4
AGENCY—Godwin Adv. Agency
Dantzler Boat Rental Co. 66
Deltide Fishing & Rental Tools, Inc. 61
Diesel Marine Service 66
Donohue Marine Service 72
Electric Service Co. 73
Electric Supply Co. 63
Electronic Services, Inc. 56
Elliott Marine Divers 57
Epstein, Al 71
Equitable Equipment Co. 61
Eustis Engineering Co. 70
Farmer's Marine Copper Works 66
W. C. Fatjo, Inc. 72
Five Star Oil Report 57
Frolich Bros. Marine Divers 66
G & H Towing Co. ..... back cover
AGENCY—Brennan, McGary, Robinson & Tron, Inc.
Galley Stores & Supply Co. 68
Gardin Marine Service 71
Gaubert, L. F. & Co. 46
Geer Studio 64
General Marine Corp. 74
AGENCY—Sewell, Caire & Radlauer, Inc.
George Engine Co. 25
AGENCY—Sewell, Caire & Radlauer, Inc.
Gulf Offshore Fabricators 66
Gulf Radiotelephone, Inc. 52
Hansen, Hans Welding Co. 71
Hardin and Ferguson 20
Harms Marine Service 64
Harris, Frederic R. 70
Head and Guild 27
Hebert, J. J. 72
Hoffman, B. A. 72
Hughes, H. B. "Buster" 62
Hutchison Manufacturing Co. 44
AGENCY—Rives, Dyke and Co.
Ingalls Shipbuilding Corp. 58
AGENCY—Liller, Neal & Battle
International Paint Co. 14
AGENCY—E. M. Freystadt Associates
Jordan, Thomas, Inc. 65
AGENCY—Whitlock-Swigart, Inc.
Kane Boiler Works 73
Kennedy Marine Engine Co. 54
Kidde, Walter, Sales & Service of La. 73
Lockport Shipyard 32
Mackay Radio and Telegraph Co. 64
Macy, Robert 70
Marine Catering Service 54
Marine Construction Co. 73
Marine Service Co. 20
Maritime Insurance Agency 30
AGENCY—Arthur Adv. Service
Markey Machinery Co. 57
AGENCY—Publishers Production Agency
Marsh & McLennan 44
McGuire Marine Divers 67
McIntosh Electric Co. 66
Mechanical Equipment Co. 32
Metal Building Products 65
Micheletti Bros. 62
Mobile Towing & Wrecking Co. 68
Moore, Lee C. Corp. 6
AGENCY—Paul Locke Advertising, Inc.
National Metal & Steel Corp., Equipment Division ..... 10 and 11
AGENCY—Girard Adv. Agency
National Soil Services 70
Offshore Raydists 12
AGENCY—Godwin Adv. Agency
Owesen Electric Co. 71
Petroleum Distributing Co. 64
Planes, Inc. 34
AGENCY—Weekley & Valenti, Adv.
Platzer Shipyard 50
Products Research Service 43
Rackle, E. Emile Communications, Inc. 46
Reed Unit-Fans, Inc. 41
AGENCY—Whitlock-Swigart, Inc.
Robin Boat Rental Service 56
Rountree Machinery Co. 72
Sabine Propeller & Marine Service 48
AGENCY—Gulf Coast Publishers
Salley, A. R. Co. 61
Salt Water Control, Inc. 67
AGENCY—Rives, Dyke and Co.
Sea-Marine Corp. 13
Sea Service, Inc. 60
Service Equipment Co. 72
Sikorsky Aircraft ..... 8 and 9
AGENCY—Lennen & Newell, Inc.
Southwestern Supply & Equipment Co. 28
AGENCY—David A. Lee, Adv.
Texas Marine & Industrial Supply Co. 42
AGENCY—David A. Lee, Adv.
Tideland ..... inside back cover
Tidewater Marine Service 36
Tucker, Jackson & Co. 70
Twenty Grand Oil Field Service 18
AGENCY—Godwin Adv. Agency
United Aircraft Corp. ..... 8 and 9
AGENCY—Lennen & Newell, Inc.
Unit Crane & Shovel Corp. 15
AGENCY—Paulson-Gerlach & Associates
Universal Services of Texas 45
Vandegrift, Capt. J. F. 67
Walker, L. L. Co. 68
White Plaza Hotels 58
AGENCY—Harry Atkinson, Inc.
Wortham, John L. & Son 55

A PROVEN DESIGN . . .

FOR EXTRA POWER AND PERFORMANCE

Built for Felix Bruney, of Aransas Pass, Texas, the 38-foot ALINE B has a cruising speed of 24 mph—and packs power and performance into a fast, rugged hull design that is winning wide popularity in the marine oil fields.

For auxiliary floating equipment of any kind, write, wire or call:

MARINE CONSTRUCTION CO.

J. M. Dilsaver, Jr.
Phone 3604 Patterson, La.

FREE Fire Extinguisher Inspection Service

Your Fire Protection System needs Inspection — *Regularly* —

Walter Kidde Sales & Service of La., Inc.

915 Gaiennie St. CA-9905
NEW ORLEANS, LA.

Kidde Carbon Dioxide Portables, Dry Chemical, Soda Acid, Foam, Vaporizing Liquid, CO_2-Operated Water Extinguishers, CO_2 hose reels and Systems.

Wrought Iron Pipe, Stainless Steel Pipe, Carbon and Low Alloy Pipe, Steel Plate Fabrication, Field Welding Service

Oil and Water Well Casing, Industrial and Special Pipe, Oil, Gas and Water Line Pipe, Pontoon and Shore Dredging Pipe, Pipe Line Repair Items

PIPE KANEWELD CASING

Main Office & Plant
P. O. Box 546
311 27th Street
GALVESTON, TEXAS
Phone 3-2401

HOUSTON, TEXAS
CApitol 2-7759

KANE BOILER WORKS, INC.

ELECTRIC SERVICE CO.

Specializing in

- Motor Rewinding
- Marine Wiring
- Cranking Motor and General Repair
- Marine Electrical Supplies
- Controller and Switch Repair

24 Hour Service Dial 2531
If No Answer Dial 5022
Or Patterson, La. Dial 7 Then 3449
3827 PHARR BERWICK

NOTHING will ruin the country if the people themselves will undertake its safety; and nothing can save it if they leave that safety in any hands but their own.

Daniel Webster

GENERAL MARINE CORP.
OIL FIELD CONTRACTORS
P. O. BOX 262 • FL 1-4283
PETERS ROAD • HARVEY, LA.

The Slush Pit . . .

An American automobile dealer took on a line of swank European sports cars. But while the cars were small, rakish and powerful, they were ultra expensive—and poorly received by the American public. In desperation, the dealer advertised that a blond would be given with each car.

One of the first purchasers under this bonus plan was a young wildcatter from Texas who'd been lucky enough to hit a field of his own. Delighted, he shelled out ten thousand dollars, then rode away in his new sports model accompanied by his newly-acquired blonde. He drove straight to the country and parked on a lonely road. But to his eager suggestion, the blonde shook her head.

"No," she said. "That's what you got when you bought the car.'

Then there was the rig runner who was driving with a girl on a lonely country road late one night when the car began to clank, sputter, and finally came to a stop.

"I wonder what that knock was?" he asked, looking startled.

"Perhaps," smiled his date, "it was the knock of opportunity."

A lion tamer quit a small circus during a tour of South Louisiana, and was promptly sued by the circus owner for breach of contract. When hailed into court, he came up with an explanation that readily won his acquittal.

"With all these bandages," he told the judge, "my head won't fit into the lion's mouth any more."

"Where do you live, Miss?"

"Why?"

"I always like to know how far I can go with a girl."

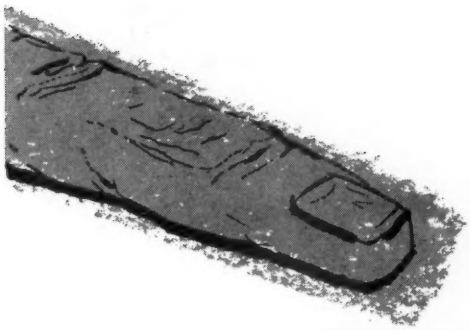
"Business is good but you gotta go after it."

TIDELAND offers an *Advantage* that you can Put Your Finger On

. . . . *in a Hurry*

. . . One source of supply for all industrial and oilfield needs.

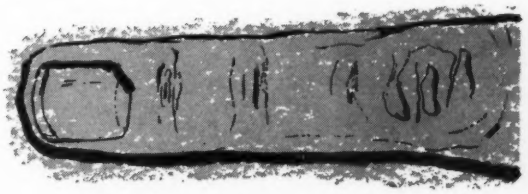
Whether it be oilfield materials and tools . . . original design, fabrication or manufacture of power equipment . . . or, buoys, foghorns and obstruction marking devices, Tideland can provide complete and specialized service for you—*in a Hurry.*



TIDELAND SPECIALTY COMPANY, INC.—Specializing in the Design, Sale and Service of "Aids to Navigation throughout the Gulf Coast area. Texas agent for Baldt Chain and Anchors.

TIDELAND SUPPLY COMPANY, INC.—Supplying Industrial and Oilfield Equipment, Materials and Tools. You can depend on prompt, friendly assistance from well trained, experienced personnel at Tideland . . . day or night.

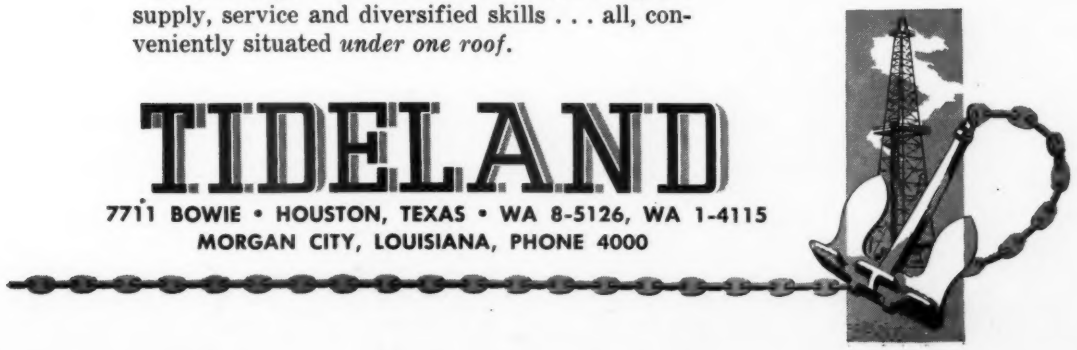
TIDELAND MANUFACTURING CO., INC.—Industrial and Marine Power Units, Generator setups, Control units—standard or custom design—fabricated in the Tideland shop by skilled craftsmen.

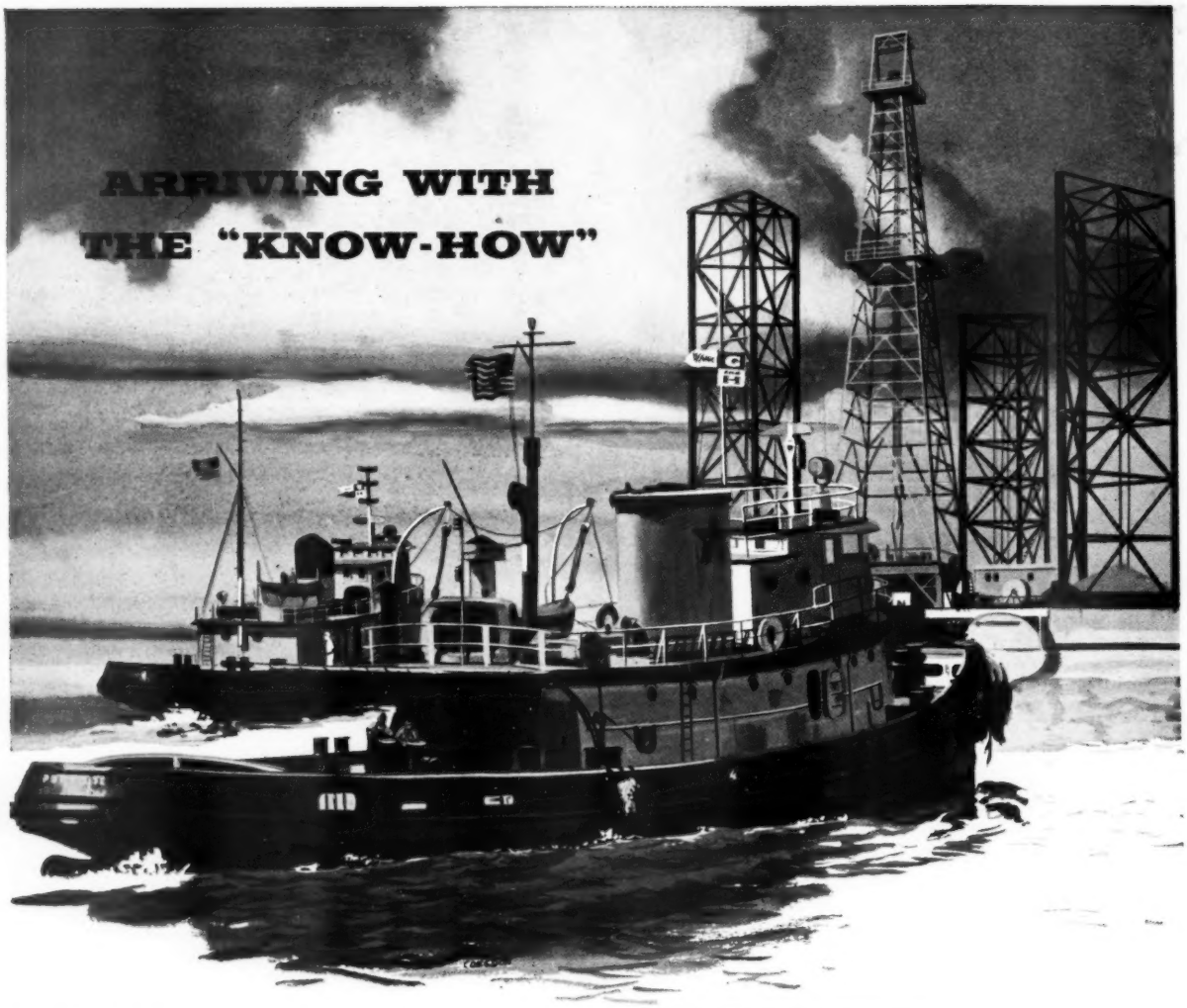


The advantage is yours with Tideland's complete supply, service and diversified skills . . . all, conveniently situated *under one roof.*

TIDELAND

7711 BOWIE • HOUSTON, TEXAS • WA 8-5126, WA 1-4115
MORGAN CITY, LOUISIANA, PHONE 4000





THE MEN:

Thoroughly experienced G & H towing crews . . . seasoned seamen who know and understand the treacherous wind and water currents offshore . . . take understandable pride in their skill at moving multi-million dollar drilling platforms such as Zapata Off-Shore Company's mobile structure "Scorpion." Pioneers in tidelands oil industry towing, this capable G & H marine experience pays dividends when spotting massive mobile equipment offshore.

THE EQUIPMENT:

Maneuvering platforms such as the 9,000,000 pound "Scorpion" presents no problem for the modern diesel-powered G & H tug boat fleet . . . one of the best equipped towing operations anywhere . . . with 19 seaworthy tug boats from the 700 hp class to the powerful new extra-heavy-duty 1700 hp "Grampus," which has joined the fleet offshore. Oil operators can count on this modern fleet, with its experienced operating crews, to safely and efficiently tow anything that floats . . . anytime, anywhere.

Call the G & H office nearest you today, and let us plan with you to solve your offshore towing problems. No obligation, of course.

G and H

Day or Night Phone
Galveston 3-6468 or 3-4673
Houston WA 8-5406 or MI 5-3614
Corpus Christi TU 4-8791

G and H TOWING COMPANY INC.

19 MODERN DIESEL POWERED TUGBOATS AT YOUR SERVICE 24 HOURS A DAY

HOUSTON — GALVESTON — CORPUS CHRISTI

802 U. S. National Bank Building